

The Lifeboat



Autumn 1992

Gold Medal Rescues

As The Young See Us

Open Days at the Inshore Lifeboat Centre



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Lifeboat

Institution

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COVER PICTURE

by Paul Ferraby

The Institution's fundraisers take advantage of the glorious June weather to display their wares against the backdrop of Swanage Bay and the town's new Mersey class lifeboat *Robert Charles Brown*.

Next Issue: The Winter issue of THE LIFEBOAT will appear in January 1993, and news items should be received by Friday, 28 October 1992, but earlier if possible.

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

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

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Mrs Brian Miles, RNLI Director Lt Cmdr Brian Miles, Mrs Ian Oliver, and Dr Ian Oliver of Grampian Police are introduced to HM The Queen, with the Lord Lieutenant for Aberdeenshire, Captain Colin Farquharson, in attendance.

HM The Queen visits Fraserburgh station

Monday 22 June was a proud day for Fraserburgh as HM The Queen toured the town's lifeboat station.

In her capacity as Patron of the RNLI, she received a cheque for £305,613, representing the total raised to date from the Police Appeal which officially closed on 31 March this year.

The money raised will help fund a Mersey class lifeboat to be named *Her Majesty The Queen* which is to serve in the Institution's relief fleet. The name has been chosen by the police to mark the 40th anniversary of the Queen's accession to the throne.

Duke of Kent at HQ

A planned visit by HRH The Duke of Kent, the RNLI President, to Poole on 9 July had to be hastily rescheduled at the eleventh hour when mechanical problems delayed His Royal Highness's departure from London by helicopter.

It had been planned for the Duke to take a trip afloat in the new FAB 4 lifeboat and then visit the new extension at Headquarters

and the depot with its electronic workshop and new lift-out dock.

Regrettably, the delay meant that the Duke was unable to tour the new Headquarters extension. Nevertheless, he was able to take the opportunity of his visit to Poole to tour the depot and inspect FAB 4 at close quarters.

Royal visit to Walmer

The weather was kind when Her Majesty Queen Elizabeth The Queen Mother made a special visit to Walmer lifeboat station on



HM Queen Elizabeth The Queen Mother is welcomed to Walmer lifeboat station with a bouquet of flowers from local Storm Force members.

Monday 20 July to meet the crew, shore helpers and their families.

She also took the time to meet, informally, members of the local branch committee and the ladies lifeboat guild.

During the course of her visit Her Majesty also took the opportunity to view the newly refurbished boat-house and the station lifeboat, the Atlantic 21, named *James Burgess* on Saturday 5 September.

Her Majesty has been a Patron of the RNLI since 1937 and last visited the Walmer station in May 1956 to present a vellum commemorating the station's centenary.

The RNLI President HRH The Duke of Kent visited Poole HQ and depot on 9 July and took the opportunity to inspect FAB 4, here in the company of Deputy Director Ray Kipling. Photo Evening Echo, Bournemouth



New lifeboats

Girvan's current Brede class lifeboat *Amateur Swimming Associations* is to be replaced with a 12m Mersey class in 1993.

The announcement was made following a coast review led by Air Vice Marshall John Tetley, a member of the committee of management and deputy chairman of the search and rescue committee.

Also in 1993, Swanage station will be allocated an inshore lifeboat for evaluation during the summer season in addition to its all-weather Mersey class lifeboat. The 16ft D class inflatable will initially be on trial from March-October.

A new 30-knot Atlantic 21 class rigid inflatable lifeboat is to replace the 8-knot Oakley class currently on station at Flamborough. The move is part of the RNLI's long-term plan to complete the introduction of fast lifeboats at every one of its stations by 1993.

The new lifeboat is expected to enter service at the beginning of the 1993 summer season when the current Flamborough lifeboat *The Will and Fanny Kirby*, built in 1963, will be withdrawn. A new station for the Atlantic 21 will be established at South Landing, considered a more suitable launching site on Flamborough Head for the

new lifeboat than the existing North Landing station.

Duke of Kent, Eastbourne's Rother class lifeboat is to be replaced by a 12m Mersey class boat towards the end of next year.

The new lifeboat will have a speed of 16 knots, almost double that of the lifeboat she will replace.



Services recognised

David Wells, helmsman of the Clacton lifeboat, together with crew members Terry Bolingbroke and Thomas Ridley, have been selected to receive the 1991 Ralph Glister Award for the most meritorious service carried out by the crew of an inshore lifeboat.

In addition, the Walter and Elizabeth Groombridge Award for the most meritorious service carried out by a crew member of an Atlantic 21 lifeboat has been awarded to David Wells.

Both awards have been made for a service on 1 November when the Clacton lifeboat towed the yacht *Two Niner* off Buxey Sands, saving six yachtsmen.

Coxswain Kieran Cotter of the Baltimore lifeboat has been awarded The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1991 following a service lasting 26 hours in which 20 crew were saved from a trawler and a sailing vessel on 30 and 31 October.

Full accounts of the Clacton and the Baltimore services are given in THE LIFEBOAT of summer 1992.

First launch

The townspeople of Swanage proudly look on as their new 12m Mersey class lifeboat *Robert Charles Brown* is launched for the first time along the station slipway on 12 June. The event marked the culmination of many years hard fundraising work in the town. The naming ceremony of the *Robert Charles Brown* on 3 September will be reported in the next issue of THE LIFEBOAT.

Photo Evening Echo, Bournemouth



MEDEX '92

This year's MEDEX - an exercise simulating a medical emergency - was staged by the RNLI in the northern approaches to the Menai Straits on Tuesday 14 July.

The exercise, held at a different location around the coast each year, was organised to test the reactions of local lifeboat crews in handling casualties in a complex scenario.

Lifeboats from Llandudno (Mersey class), Moelfre (Tyne), Beaumaris (Atlantic 21) and Conwy (D class) all took part, with involvement from the coastguard at Holyhead and a helicopter from RAF Valley.

Participants were not told exactly what kind of emergencies to expect, except that angling boats and a chemical spillage were involved.

Actions were monitored closely by members of the RNLI's medical and survival committee.

As usual, the situation was handled with great skill, and those involved declared that, once again, MEDEX had proven an extremely valuable exercise for all concerned.

Play a-ground

Children from the Drayton Park Primary School are pictured celebrating the relaunch of the Oakley class *William Henry and Mary King* - in their playground!

Nearly 1,000 people turned up to the school summer fair on 27 June to hear Brian Cundall, Bridlington's assistant mechanic, perform the 'launching ceremony'.

Brian, with fellow crew members Paul Humphries and

Alistair Turnball, joined in the fun of the fair, even volunteering to be on the receiving end of wet sponges on the 'Soak-a-Blocke' stall. They also spent much of their time explaining the functions of the lifeboat to many interested children.

The relaunch was the highlight of a long campaign to raise over £25,000 for a suitable setting for the lifeboat in the playground.



Oil painting unveiled

The oil painting of retired Moelfre coxswain Richard Evans BEM, which featured in last issue's News pages, was unveiled by Sir John Batten KCVO, a member of the committee of management, at Oriol Ynys Mon, Anglesey on 13 July.

Dick Evans himself, one of the RNLI's most decorated lifeboatmen and now 87, the artist Jeff Stultiens and Ray Kipling, Deputy Director of the RNLI, were among the guests.

Christmas card

James Garwood, 8, of Trellech, Monmouth visited London in July to collect his prize for winning the RNLI's 'Design a Christmas Card' competition for Storm Force members aged 5-16.

James attended the show 'Joseph and his Amazing Technicolour Dreamcoat' and

was invited backstage afterwards to meet the star of the show, Philip Schofield. Then, after a night at the Marriott Hotel in Mayfair, James visited Hamley's, the toy shop, and chose a remote-control hovercraft and a Delta kite as part of his prize.

James' design of a modern lifeboat in rough seas impressed the judges with its detail and bold use of colour.

The RNLI sells an average of five million Christmas cards each year, and this is the first time a card designed by a child has been included in its selection.

James' Christmas card design





New boathouse at Angle

The new boathouse and slipway at Angle was completed in July this year, next to the site of the old 1927 boathouse, which was fully operational while the building programme was underway.

The old boathouse has now been demolished, but its wood wall panelling has been saved for use in the new crew room.

The total cost of the station, which is not only the biggest boathouse ever built by the Institution but also the first slipway station since Trevoise Head in 1967, will be in excess of £1.2m.

Photo Mark Roberts

Graham Newman

When reporting the death of Graham Newman, a Life Vice President of the RNLI and long-serving member of the Committee of Management, in the Summer issue of THE LIFEBOAT Mr Newman's sterling service on the Institution's Search and Rescue Committee was omitted.

Graham Newman was a member of the SAR committee from 1981, deputy chairman from 1984 to 1989 and then chairman until his death.

During this time he played a very active role in the various Coast Reviews, spending a considerable time reviewing the RNLI's coverage in a period in which a number of new lifeboat stations were opened.

Mr Newman also left a substantial bequest to the Institution.

New RO

The RNLI has appointed a new regional organiser for the North East region following the tragic death of Brian Stevenson in a road accident last February.

Christine Goodall, who has had more than 13 years experience in fundraising, has already assumed her duties and can be contacted at the North East regional office on (0423) 711667.

Garden party

A party of RNLI volunteers from Eastbourne, Exmouth, Fleetwood, Harwich, Lowestoft, Mablethorpe, Port Erin, St Agnes, St Davids, St Peter Port, Scarborough, Sheringham, Southend and Yarmouth stations, together with their

wives and daughters, were selected to attend a royal garden party at Buckingham Palace in the presence of Her Majesty the Queen on Thursday 23 July.

The group of some 40 lifeboatmen, station personnel and RNLI staff were chosen to attend the garden party in recognition of their long and devoted service to the RNLI. During the course of the afternoon, the RNLI contingent was introduced to HRH The Duke of Kent, President of the Institution.

Gift Aid scheme

The Gift Aid scheme is the most beneficial way for a charity to receive a gift, and there is also a benefit for higher tax paying donors using this scheme.

On 7 May, the minimum gift qualifying for the scheme was reduced from £600 to £400.

If you are thinking of making a gift to the RNLI of £400 or more, please consider the Gift Aid scheme which provides tax refunds on such gifts at no extra cost to the donor. If the donor is a higher rate tax

payer, then the difference can be reclaimed on the donor's tax return.

In this scheme, a gift of £400 benefits the RNLI by a further £133.33 and the higher rate tax paying donor could reclaim £80.

If you would like further details of the Gift Aid scheme, please write to Gill Cull, Fundraising Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

A station for North Kessock

A lifeboat station is to be established at North Kessock, Inverness in 1993 for evaluation during the summer season. The new station will operate a 16ft D class inflatable lifeboat.

The decision has been taken to extend lifeboat cover in the area due to the number of search and rescue incidents occurring within the capabilities of the D class.

Newsprint

The bad weather over the August Bank Holiday period led to a rash of lifeboat activity the length and breadth of the country, with no fewer than 194 lifeboat launches between Friday and Monday.

As usual there has been criticism in the media of the competence of some of those involved, and while it is obvious that lack of competence did lead to some of these services the RNLI would not want to be drawn into such a debate.

The Institution is committed to rescuing anyone in danger at sea, and while it wholeheartedly endorses the safety message it would never seek to make a judgement on those it saves. The sea is a hostile environment and even the most competent sailor in a well-found vessel, commercial or pleasure, can meet trouble through genuine and totally unforeseeable accidents.

Although care, skill and experience can reduce the number of calls the Institution's lifeboats will always be ready to launch to anyone in distress.

Trials – and very few tribulations

The RNLI's latest lifeboat prototypes have been on trials around the coast as part of their evaluation and development.

The 17m FAB 3 completed a month-long circumnavigation of the mainland in mid-July, having provided a number of lifeboat crews around the coast with an opportunity to experience the new, 25-knot lifeboat.

As this issue went to press the 14m FAB 4 set out on a similar trip.

The new rigid inflatable Atlantic 22 also underwent



evaluation at lifeboat stations during the summer, and is pictured off Lymington, alongside the station's Atlantic 21.

As was to be expected experienced crew members had their own suggestions to make, but generally all three boats have been very well received by those who will be using them.

As the young see us...

*The image of the RNLI affects almost every aspect of its operation. Without a high profile in the public eye the task of the fundraisers is made more difficult. Concepts form at an early age, and the way youngsters perceive the Institution may run through their lifetime. Fifteen-year-old **Jamie Gaskarth** took advantage of his work experience at the Institution to investigate how school children see the RNLI*



The RNLI as its name suggests is an institution. Since it began in 1824 the lifeboat service has rescued countless numbers of people and become an integral part of the rescue services. Despite this many school children still do not know that the RNLI is a charity and many believe that it is a government department as are the police, fire and ambulance services.

To discover whether this ignorance of the lifeboat service's activities is confined to areas which do not have a

lifeboat station or if it is widespread despite geographic position I interviewed students from two locations between the ages of 10 and 12.

**'I think the
RNLI is great!'**

These locations were chosen according to whether each had a local lifeboat station. From Dorchester I interviewed eight pupils who attended

St Osmund's Middle School, the nearest lifeboat station being eight miles away in Weymouth, and from Poole I interviewed four pupils who went to Hamworthy Middle School and lived in the town where the RNLI Headquarters and the Poole lifeboat station are situated.

The four pupils from Poole were more likely to know about the RNLI's charitable status and its activities.

It was also my aim to try to discover the image younger people have of the RNLI and the possible misconceptions they might hold. To find this out, the children were asked to choose a picture which they felt summed up the role of the lifeboat service.

The images which were selected were of lifeboats in poor weather conditions braving the elements to save lives, and it is this image which the RNLI tries to put across to raise funds. It is therefore not surprising that nearly all of the children I interviewed believed that lifeboats go out most in storms and bad weather, whereas in fact the opposite is the case. The response from both schools to the questions I asked were similar. They both felt that lifeboatmen were brave, on average 25-35 years old and that their work was useful and voluntary.

In the Dorchester pupils this contrasted to their previous comments about the RNLI being a government department whose personnel are employed. The two schools from which I took a sample of pupils both achieved similar overall percentages of questions answered correctly, with Hamworthy Middle School predictably getting higher results though not

Below: The image of the lifeboat service that was most commonly chosen by the school children who were interviewed. The school children were given a number of different pictures representing ideas of the RNLI and the reality. Top right: 'Storm Force' is the Institution's club for the under-16s, and members are encouraged to take an active interest in the lifeboat service. Here, Storm Force member Kay Metcalfe meets the 1990 medallists, her prize as a 'Storm Force News' competition winner.



overly so. The final question I asked each school was whether they knew any additional facts about the RNLI. This was where the school's geographical position would count. Hamworthy pupils knew significantly more about the everyday activities of the lifeboat service than the school which was not close to the Headquarters. One of the four pupils from Hamworthy knew the location of the Poole lifeboat station and the Headquarters, probably because he lived in the local area.

We can consider the responses to the questions in more detail:

What does 'RNLI' stand for?

Surprisingly all the children knew the meaning of these abbreviations. I suspected only a small number would have any idea but was proved wrong. It seems that the children interviewed had been told, or had found out, and so had at least a knowledge of the basics of the lifeboat service. I expected them to know what the 'L' stood for, but was surprised they knew the meanings of all the letters.

What does the RNLI do?

The response to this question was similar in that all the students demonstrated that they knew the RNLI helped people in distress at sea. This basic theme was evident throughout. The principle that the RNLI attempts to save the lives of people who are in danger at sea was one which they had obviously managed to grasp regardless of their school's location.

Who pays for the RNLI?

The answers to this question differed according to the school which the children attended. Some Dorchester pupils seemed to be under the impression that the RNLI is a government-funded organisation instead of the country's second largest charity.

'The RNLI saves people from drowning'

Joanne Clarke



'A charity is where people collect money for someone who needs it'

Angela Archer



Hamworthy Middle School pupils were not under this delusion, and all of those questioned believed the RNLI is a voluntary service paid for by donations from the general public. It is important that people know this in order that they might help the lifeboat service by organising or supporting fundraising events.

What age are lifeboatmen?

The pupils were given the choice of four age ranges -17-25, 25-35, 35-45 and 45-plus. I believed that their view of the lifeboat service might be incorporated in the pupils' answers. If the age selected was 45+ it creates a picture of a more senior organisation. The children saw lifeboatmen as being between the ages of 25-35 with remarkable consistency which, if we rely on stereotypes, projects a more youthful image and a more up-to-date organisation.

Do lifeboatmen go out most in storms or fine weather?

The proper answer to this is that they are called out most in fine weather, but perhaps because we only hear of the more dangerous rescues in poor weather conditions and because the RNLI projects this image to raise funds the pupils thought storms was the right answer.

Choose the five biggest charities in order of size

Given a list of seven well-known charities the RNLI was placed first by five out of 12 children, the RSPCA second by five out of 12, the NSPCC third by four out of 12, UNICEF fourth by four out of 12 and Oxfam fifth by four out of 12.

The actual order in terms of fundraising totals is: The RNLI (second largest nationally), Oxfam (third), Barnardos (eighth), RSPCA (eleventh), NSPCC (thirteenth) and UNICEF (eighty-second).

The most optimistic thing about these results as far as the RNLI is concerned is that 41% of the pupils interviewed are in agreement that the RNLI is the largest charity of those listed.

It is interesting that UNICEF is considered larger than Oxfam (the third largest charity) whereas in fact it ranks only eighty-second in Britain. Even a well-publicised charity such as Oxfam has trouble identifying itself as a large charity.

Are lifeboatmen employed or voluntary?

The majority of people (93%) knew the correct answer to this one though a few from St Osmund's still held on to the belief that lifeboatmen are a paid body of men. This question is the whole crux of the problem. If some children were to believe that the RNLI is not a charity then it should be a cause for concern.

Conclusions

Even though the number of people interviewed was small, it was a random selection of children of similar ages and perhaps suggests something of the RNLI's image in the eyes of young people. Interviewing children from other counties would probably provide different results and responses, but this kind of sampling does give us an insight into the misconceptions and stereotypes that young people visualise when they think of the RNLI.

The lack of knowledge of the lifeboat service which some of the children showed should be considered by the RNLI, if the charity is to continue to rely on the fundraising efforts of volunteers.

The more people show an interest in the work of the lifeboatmen, the more likely it is that greater funds can be raised.

The service can take solace however

'They are very good people to give up their time and help save people's lives'

John Hurt





Pupils from Hamworthy Middle School interviewed about the RNLI. Hamworthy pupils knew significantly more about the everyday activities of the lifeboat service than the school which was not close to HQ.

in the fact that more people thought the RNLI was bigger than any other charity listed (5 out of 12) but that still means that 7 out of 12 people interviewed believed that various other charities were bigger.

This ignorance could be due to a number of factors. Perhaps it is the fault of the pupils themselves who should try to find out on their own what good work is done by the lifeboat crews along Britain's coastline. If we could make more information available to them then their knowledge would increase considerably.

The children could be encouraged to try harder to be involved in such a worthwhile cause and so try to change their lack of awareness. But this cannot solely be the fault of the children. If teachers made available the various resources offered via the Storm Force club for under-16s and endeavoured to educate them with the use of the information available the children would have been able to answer most, if not all, of the questions.

It is more likely that people who know about a charity's activities will donate their time and energy to the cause than people who only have a vague idea.

If these school children still believe that the RNLI is a government department then they are not going to attempt to raise funds for it. After all, they do not donate money to the police or go on sponsored events so that the fire service can afford new equipment.

The teachers may feel they do not have the time to indulge in extra-curricular activities and this is under-

standable with all the current pressures on them. It is however important that the work of the RNLI is presented in an interesting and exciting way to encourage children to learn more or they may begin to see Storm Force as just another piece of homework – a chore which has to be completed rather than something they could take an interest in outside school.

If they begin to see the RNLI in this light they will not be quite so enthusiastic about the possibility of helping them outside school. The RNLI does its best to present its work in an exciting way with the use of various photos of inflatables and faster lifeboats in rough seas causing the misconception that the majority of call-outs are in poor weather conditions. It is not terribly important whether children know that most call-outs are in fine weather conditions or if they know the exact number of people rescued last year. The important thing is that they recognise the importance of the lifeboat service, its role as a major charity and then try to help in the raising of essential funds in order to preserve this vital part of the modern rescue services which has helped so many people in distress at sea in the past.

Perhaps one way of making children more aware of the work of the lifeboat service is for the RNLI to produce more attractive and youth-orientated leaflets which are designed to appeal directly to young people and encourage them to take a closer interest in our work.

However, had the children shown an interest by joining Storm Force they

would have received a collection of posters and quarterly magazines that are well suited to educating and informing the younger reader about the RNLI.

It is only a shame that it is not possible for such posters to be displayed in prominent positions around schools in the hope that they might get some children interested in the work of the lifeboat crews.

Getting children interested in the RNLI is important but it is arguable whether it is more important than keeping them interested.

If the RNLI were to concentrate on getting people interested rather than keeping them so (for it is not possible to do both to perfection with the income generated by the Storm Force membership scheme) then the Institution may become dependent on the initial interest of subscribers and lose the 'regulars'. This is assuming that people are joining in order to gain some personal benefit rather than just to support the charity.

Whatever the reason the RNLI is an organisation which depends on fundraising and so younger children should be educated as much as possible about the work the volunteers do and encouraged to join and so support the valiant work of our lifeboat crews. It is reassuring to know that the children seemed eager to learn, were willing to participate in the questionnaire activities and were obviously quite intelligent. We must do as much as possible to attract the attention of these citizens of the future.

I would like to thank St Osmund's Middle School, Dorchester and Hamworthy Middle School, Poole for their help in supplying the pupils, as well as the RNLI staff for the guidance and information they so willingly supplied.

'Someone with special water achievements can become a lifeboatman'

Jamie Noy



YOUR LETTERS



Sweet Revenge

Please allow me to have sweet revenge on my friend Mr Tony Pearce, who is the auxiliary in charge of St Davids coastguard station.

When I first took over as the honorary secretary of St Davids lifeboat station, I placed my pager on the kitchen table while I cooked some bacon and eggs. I overcooked the bacon and set my smoke detector off. Having nipped out to the garage at the time, I rushed in and phoned the coastguard to be told that I hadn't been paged after all. Then the smoke detector went off

again and I went as red as a beetroot!

I had served for 26 years with the St Davids CRC and my escapades of the day soon spread far and wide.

You will by now have guessed that Mr Pearce from St Davids coastguard station, while grilling his freshly caught mackerel a few weeks ago, set off his own smoke alarm and immediately phoned Milford Haven coastguard, thinking his pager had sounded.

Perhaps now I can have the last laugh!

Jeff Davies
St Davids station
branch, Dyfed

Deed of bravery

I wish to pass on my congratulations to the Portpatrick lifeboat crew, whom I watched from the cliff tops on Sunday 21 June perform a deed of bravery by saving three young lads whose boat had capsized in a big swell off the harbour.

To see the lifeboatmen going into the water to get the three chaps made me feel very humble indeed and makes every 10p I put in the boxes seem very little to help these brave men.

Mrs Jean Morris,
Glasgow

his death, a work with the same title was sold at his studio sale.

Can any readers send me information concerning this painting, especially regarding a reproduction of it?

**Terry Parker, 54 Old
Farleigh Road, Selsdon,
Surrey CR2 8PF**

I am compiling a new edition of 'Maritime Information: a guide to sources of information in the United Kingdom'.

The directory lists libraries, record offices, associations and institutions etc with collections of material - books, manuscripts, photos, computerised information - which can assist with information in the maritime field.

I am seeking knowledge on lesser known sources, material and information 'tucked away' in unlikely places and would like to hear from any readers aware of such material.

**Rita Bryon, Maritime
Information Centre,
National Maritime Museum,
Greenwich, London
SE10 9NF**

Second to none

I feel I must write to you to offer my sincere thanks and gratitude for the service I received from the Lytham inshore lifeboat crew. They were fantastic to say the least, not only did they perform their duties in giving service to my 11-year-old son and myself, but their manner was second to none. I would also like to give my thanks to the Liverpool coastguard for their help on the night of 23 May.

Once again, many many thanks from my son and myself for such a marvellous organisation.

Mr T.I. Squires
Rishton,
Nr Blackburn, Lancs

We had a short service ending with 'Eternal Father, Strong to Save'. Are there any other pupils who remember that day?

Miss J.D. Oldfield,
Cirencester, Glos

Can you help?

I am researching the artist John Morgan. In 1870, he exhibited an oil painting at the Institute of British Artists entitled 'The men who man the lifeboats'.

The next year, he exhibited it again at Liverpool Free Library and Museum. After

The skill and dedication of the lifeboat service

I would like to place on record the admiration of myself and my crew for the way that the coxswain and crew of the Portree lifeboat conducted the rescue of a man and two ladies from a capsized Devon yawl in the Sound of Raasay on 13 June 1992.

We had left Portree harbour in my yacht *Southern Comfort* (a Moody 30) towards Plockton at 1310 in a forecast wind SW 7, and being aware of the possibility of severe downdrafts in the Portree area were well reefed down. The weather was about 2nm visibility in rain.

On spotting 'something red' well down on the horizon off the port bow I decided to investigate as it was no place for a small boat on such a day.

This turned out to be a capsized 16ft Devon yawl with two girls in the water wearing life jackets and a man on the capsized hull standing up to wave to us.

With some difficulty, under engine, in the rolling sea I managed to take on board the two girls but then fouled my prop on a sail bag that had come adrift from the yawl. Meanwhile one

of my crew sent out a Mayday call which was answered by Oban coastguard who then alerted the Portree lifeboat.

Whilst trying to sort out our problem with the fouled prop and preparing to try to pick up the man from the upturned yawl under sail (not a task I relished) the Portree lifeboat requested our present position. Shortly after this radio call the lifeboat came into view and very quickly rescued the man from the yawl. The coxswain then requested to take the two frightened, very wet girls suffering from hypothermia off *Southern Comfort* and to hospital in Portree. The sea temperature was 11 degrees C and they had capsized 'over two hours earlier'.

This was executed with the minimum of fuss and a considerable degree of skill as we were rolling and pitching in the sea running at the time.

I elected to try to free the prop myself (and subsequently did so). Meanwhile the lifeboat took the three into Portree and returned to the scene to search for the capsized yawl which now presented a possible hazard to other ship-

ping. We returned to Portree harbour at around 1630 and observed the lifeboat returning to the harbour towing the yawl and beaching her at the high water mark.

The conditions, although not bad, were unpleasant, which says a lot for the extremely prompt way the lifeboat crew answered the unexpected call and then with total professionalism carried out their task.

It was certainly a lesson to us on how to handle a vessel but more importantly reassurance as to the skill and dedication of the lifeboat service for one who has been a Shoreline member for over 30 years. We salute you,

**G.L. Fretz and crew of the
Southern Comfort,
Glasgow**

School memories

Thank you for the very interesting article on Lionel Lukin. It brought back memories for me.

I was a pupil at Berbice House School, Great Dunmow when the plaque for Lionel Lukin was dedicated. It was cold, wet and either 1953 or 1954.

Please address your letters to the Editor,
The Lifeboat, RNLI,
West Quay Road,
Poole, Dorset
BH15 1HZ

Naming Ceremonies

New lifeboats named and dedicated



HRH The Duchess of Kent takes a short trip around the harbour following the ceremony to name the new Mersey class lifeboat *Kingdom of Fife*.
Photo William Flett

Anstruther - Mersey class *Kingdom of Fife*

The picturesque Fife harbour of Anstruther basked in glorious sunshine on 29 May 1992 for the launch of the station's new lifeboat *Kingdom of Fife* by HRH The Duchess of Kent.

Several thousand people packed into the small port overlooking the Firth of Forth, which was colourfully decorated with flags and bunting for the special occasion of the launch of the new craft.

This ceremony was the culmination of almost five years of hard fundraising in the East Neuk of Fife. The fund had been further boosted by bequests, legacies and other gifts.

The Duchess, who paid tribute to the courage and dedication of the Anstruther crew, was met at the harbour by a guard of honour of scout cubs, guides and brownies.

Before taking her place on the platform, the Duchess was presented with a bouquet by Kayleigh Lewis, 6, from Cellardyke Primary School.

Mr Brian Minto, chairman of the Anstruther station branch welcomed the Royal guest, and Dr Chris Brittain, chairman of the Anstruther Lifeboat Appeal and honorary medical adviser to the Anstruther station, revealed that the appeal had doubled its original target.

He handed over the new lifeboat to the RNLI Chairman, Mr Michael Vernon, who passed it into the care of Mr William Moir, honorary secretary of the Anstruther station.

A service of dedication followed, conducted by the station's honorary chaplain, the Reverend Alex Watson.

The Duchess said it was clear from the size of the gathering that 'it

was an important day for Anstruther and the people of Fife', and she described it as 'a milestone in the history of the station'.

Minehead - D class

Leslie D

The annual lifeboat service at the boat-house, Minehead Harbour on Sunday 12 July was the ideal setting for the naming of the town's new 16ft inshore lifeboat, *Leslie D*.

Supporters were welcomed to the ceremony by the Reverend Alan Mair, minister of the Minehead baptist church, and the RNLI's Anthony Oliver handed the lifeboat into the care of Mr Kevin Escott, honorary secretary of the Minehead station.

Following the service and dedication, Mrs Christine Oliver named the lifeboat *Leslie D* in memory of the husband of the donor Mrs Helen Colam of Falmouth.

Minehead D class lifeboats have been launched on service over 200 times, saving 100 lives.

Relief - D class

Marjorie

Marjorie - a new relief D class lifeboat - was named and dedicated at the Institution's Poole depot on Tuesday 16 June at 12 noon.

The lifeboat has been funded from the bequest of Mr Roger May of Weybridge, a dedicated admirer of the lifeboat service.

Marjorie was the name of his wife and also of a friend of his and his wife's who looked after Mr May following his wife's death.

The lifeboat was handed into the care of the RNLI by Mr Michael Dawes, nephew of Mr May, and a short service of dedication was led by the Reverend Stanley Holbrooke-Jones, rector of Poole. Mr May's younger sister, Mrs John Smallwood from Chichester, named the new lifeboat *Marjorie*.

Little and Broad Haven - new boathouse

Little and Broadhaven station's new boathouse was officially opened on Saturday 25 July when Mr Raymond Cory, RNLI deputy chairman, handed over the keys into the care of the Little and Broad Haven lifeboat station and the ladies lifeboat guild.

The new boathouse, built at a cost of some £48,000, will house the station's D class inshore lifeboat, crew room and souvenir shop.

Mr Raymond Cory handed over the keys to the new lifeboat house to the station honorary secretary Mr Malcolm Phillips, and the keys to the souvenir shop were passed to the

chairman of the ladies guild, Mrs Val Phillips.

Following a service of dedication, the station president Mr Peter Howells invited Mrs Betty Cory to cut the ribbon to open the boathouse. Mrs Christine Llewellyn, president of the ladies guild, was then invited to open the new souvenir shop.

The station, originally known as Littlehaven, was first established in 1882, and a lifeboat house and slipway were constructed in 1903 at a cost of £1,600. The station closed in 1921, to reopen as Little and Broad Haven station in May 1967.

Ceremonies

Relief - D class

Table 32

In the glorious sunshine of 1 August, the second of the Inshore Lifeboat Centre's Open Days at Cowes, a group of friends were present to witness the naming of the new relief D class inflatable *Table 32*, generously funded by themselves and named after their club.

The lifeboat was officially presented into the RNLI's care by *Table 32*'s Keith Benham. RNLI staff officer Dick Perks described the lifeboat and its future role and Reverend Jenny Evans, parish deacon of Whippingham and East Cowes, conducted the dedication service. Mrs Keith Benham named the new lifeboat.

The *Table 32* friends had attended the Lifeboat and Mermaid Ball organised by the Central London committee at the London Hilton last December. Last year the ball raised over £96,000.

During the ceremony, the superintendent of the ILC, Alan Tate, said, 'It was fitting that the naming and dedication of a new inshore lifeboat should bring the Open Days at the Inshore Lifeboat Centre to a close'.

Clacton-on-Sea - D class Veronica

Fine weather welcomed guests to the naming of Clacton-on-Sea's new D class lifeboat *Veronica* on 18 July.

Station branch chairman Peter Edwards made the introductions and Mrs L. Baldwin, a close friend of the donor Miss Doris Tudor-Williams, handed the D class into the care of the RNLI. It was accepted by Mr Robert Stokes on behalf of the committee of management, then Mr R. Smith, honorary secretary of Clacton branch, accepted the lifeboat on behalf of the station.

The service of dedication was conducted by the Reverend Ivor Paget, after which Mrs Baldwin named the lifeboat *Veronica* and unveiled the plaque.

Following the ceremony, the lifeboat gave a display of its capabilities and a reception was held at The Royal Hotel.



Bingo Lifeline, newly named and bedecked in bunting, takes a short trip around East Cowes Marina. Photo Jeff Morris.

Relief - Mersey class

Bingo Lifeline

The new Mersey class lifeboat *Bingo Lifeline* was named by TV personality Lynn Faulds Wood at East Cowes Marina on 31 July 1992 in a ceremony which took place during the first of the two Open Days at the RNLI's Inshore Lifeboat Centre on the Isle of Wight.

The lifeboat, which will now join the Institution's relief fleet, had been funded primarily by bingo players around the country during a charity week in 1990.

Throughout the week, games of bingo had been played for prizes - including the cuddly penguin 'Bertie Bingo' - and all proceeds were donated by the Bingo Association of Great Britain (the trade body of Bingo Clubs) to the appeal. Other fundraising activities and collections took place in the clubs to boost the total income to almost £250,000.

Representing the nation's bingo players at the ceremony was Mrs Edna Mulhearn who had been the inspiration for the name of the lifeboat through her comment 'Bingo is a lifeline to me.' Mrs Mulhearn had been flown down from her home in Stockton-on-Tees by the Bingo Association of Great Britain especially for the occasion.

By 2pm, the sun was beating down hard on Mrs Mulhearn and the 150 invited guests who had taken their seats in the specially erected grandstand. All were glad of the shade afforded by the stand's canopy as they admired the new Mersey

class lifeboat at her mooring in the River Medina.

Mr Ray Kipling, the Institution's Deputy Director, was on hand to formally open the proceedings and to introduce Mr Mike Gilligan, chairman of the Bingo Association of Great Britain during the RNLI appeal. Mr Gilligan spoke of the tremendous support given to the charity by bingo players nationwide before officially handing over the lifeboat to Vice Admiral 'Tubby' Squires of the RNLI committee of management.

The Reverend Stuart Cleaver, accompanied by the local Methodist and Evangelical Ministers of East Cowes, then conducted the service of dedication which culminated in a moving rendition of 'Eternal Father, Strong to Save'. As the music played and the words rang out, the eyes of the congregation fell upon the lifeboatmen standing aboard the lifeboat as it rose and fell in the strong tidal waters of the Medina.

Miss Faulds Wood, accompanied throughout the day by husband and 'Watchdog' co-presenter John Stapleton and son Nicholas, was then joined at the naming podium by Mrs Mulhearn. Miss Faulds Wood spoke of her admiration for the lifeboat service before pronouncing the vessel to be called *Bingo Lifeline*.

Assisted by Mrs Mulhearn, she then pulled the podium switch, causing a bottle of champagne to crash dramatically upon the deck of the lifeboat.

An enthusiastic three cheers rang around the marina for this latest addition to the RNLI fleet.

Left: 'Watchdog' co-presenter Lynn Faulds Wood with Mrs Edna Mulhearn, a keen bingo player who coined the name *Bingo Lifeline*, at the naming of the new lifeboat.



The naming ceremony of *Ordnance Survey Bosun*. In attendance (from left to right), were: Jannette Petitjean, The Right Reverend John Perry, Mrs Wendy Fellingham, Mr Anthony Oliver (RNLI), Mr John Leonard, Mr Dick Perks (RNLI), Professor David Rhind - and not forgetting teddy!

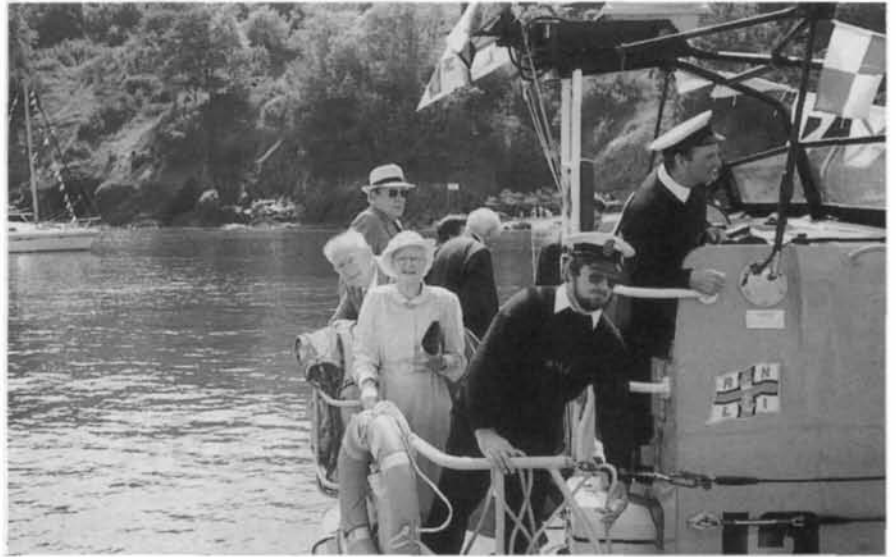
Relief - D class *Ordnance Survey Bosun*

On Wednesday 24 June at 12.15, the new relief D class lifeboat *Ordnance Survey Bosun* was named and dedicated at Ordnance Survey Headquarters in Southampton.

The cost of the lifeboat, some £10,000, was met - and exceeded - by the fundraising efforts of Ordnance Survey staff in Southampton and at various other offices throughout the country in support of their bicentenary appeal 1991.

Professor David Rhind, director general of Ordnance Survey, opened the ceremony and Mr John Leonard, director of marketing, handed the lifeboat into the RNLI's care.

The Right Reverend John Perry, bishop of Southampton, conducted a short service of dedication and Mrs Wendy Fellingham, Ordnance Survey press officer, named the lifeboat.



The Mersey class *Frank and Lena Clifford of Stourbridge* returns to New Quay pier on the day of her naming ceremony with Mr and Mrs Grice aboard, together with the coxswain Winston Evans and mechanic Mervyn Thomas. Photo Carol Thomas

New Quay - Mersey *Frank and Lena Clifford of Stourbridge*

New Quay's new 12m Mersey class lifeboat was named *Frank and Lena Clifford of Stourbridge* in a special ceremony that took place on the Beach, New Quay, Dyfed on Thursday 25 June 1992.

The new lifeboat, which cost £455,000 to build and equip, was substantially funded from a legacy to the RNLI from the late Frank Clifford of Worcestershire, together with other legacies and gifts.

After the National Anthems, Anna Hartley, daughter of crew member Steve Hartley, presented

flowers to Mrs Pam Grice, social secretary of the Stourbridge branch.

Captain David Bowen, chairman of New Quay lifeboat station, welcomed all those present and Mr George Rawlinson, deputy inspector of lifeboats for the western division, described the lifeboat.

On behalf of the executors of the estate of the late Frank Clifford, Mr Aubrey Grice presented the lifeboat to Mr Raymond Cory, RNLI deputy chairman. In turn, Mr Cory passed the lifeboat, together with the keys to the new lifeboat house, into the care of Mr Dennis Leworthy, honorary secretary for New Quay station.

A service of dedication followed led by the Right Reverend J. Ivor Rees, bishop of St Davids, assisted by the Reverend David Richard from New Quay parish church and Reverend Dilwyn O. Jones, minister of Tabernacle Welsh Presbyterian church. At the close of the service Mrs Pam Grice named the lifeboat.

The reasons for supporters making a bequest often remain unknown, but this is not so in Mr Clifford's case. A number of years ago, he was invited to attend a special dinner organised by the Stourbridge branch, as a guest of Mr and Mrs Grice. The speaker was the then coxswain of the Hoylake lifeboat Harry Jones. So impressed was Mr Clifford by Coxswain Jones' accounts of his lifeboat work that he altered his will to the benefit of the RNLI.

It was Mr Clifford's wish that the lifeboat be named in memory of both his wife Lena and himself.



The new Invergordon crewroom, a purpose-built shore facility adjacent to the pier, was opened on 13 June when His Grace the Duke of Atholl, convenor of the Scottish Lifeboat Council, (pictured second left) unveiled a plaque to commemorate the ceremony.

Also pictured above are the honorary secretary of Invergordon station branch Captain I.C. Dunderdale (left), Vice Admiral Sir John Hayes, chairman of the Invergordon station branch (second right), and Hugh McCaig (right), patron of Ecurie Ecosse, whose Historic Motor Tour of 1991 funded the building. Photo Andrew Allan

Lifeboat Services



LIFEBOAT GROUNDS TWICE ON GALE-LASHED SANDBANK

Four rescued in gale from stranded yacht

The Director of the RNLI, Lt Cdr Brian Miles, has written to the honorary secretary of Lytham St Annes lifeboat station, Frank Kilroy, to congratulate the crew 'on a first class service in the best traditions of the lifeboat service'.

The service took place on 12 April 1992 when the Lytham St Annes Tyne

class lifeboat *Sarah Emily Harrop* was launched to the rescue of four crew aboard the 23ft sailing yacht *Wyvern*, which was in difficulties after losing her steering in a Force 7 wind and heavy seas.

A member of the public had noticed the yacht in difficulties in heavy

Lytham
St Annes
West
Division



breaking surf in the River Ribble estuary and had phoned the boathouse. At almost the same time, the yacht called the coastguard on VHF radio asking for assistance.

The lifeboat launched on service at 1905 in rough conditions, with the wind Force 7 to Gale Force 8 from the WNW, the sea state 5, and a swell of 2m to 3m. Twenty minutes after launching *Sarah Emily Harrop* located the yacht on a sandbank, being pounded by waves. Her rudder was locked to port and the tiller broken.

Coxswain Andrew Ashton made two approaches to the casualty, attempting to keep the lifeboat head-to-sea in the shallow waters and confused breaking seas. On both attempts, the lifeboat touched bottom before reaching the yacht.

At this point a particularly large wave hit the yacht on her cabin top, knocking her down until both of her bilge keels showed. However, this wave did have a benefit, for as it receded it carried both the casualty and the lifeboat into deeper water.

On his third approach the coxswain went astern towards the casualty and succeeded in positioning the lifeboat within 5ft of the yacht.

This enabled Second Coxswain/Mechanic Tony West to throw a line from the stern of the lifeboat onto the yacht at the first attempt, ensuring that no floating lines or other debris fouled the lifeboat's twin propellers.

With the line in place, *Wyvern* was towed out to deeper water some 2 miles offshore, then back to Lytham. She was safely berthed on the lifeboat's reserve mooring at 1940 when the survivors were landed, suffering from seasickness and exposure.

The lifeboat was refuelled and ready for service again at 2055.

In his letter of congratulations, the Institution's Director wrote,

'In difficult seas the coxswain displayed great skill in manoeuvring the lifeboat to within the heaving line distance of the casualty and all crew members worked well as a team'.

Out of retirement!

Once a lifeboat, always a lifeboat – or at least ready to help when needed. The 52ft Barnett class ex-lifeboat *Ramsey Dyce*, formerly stationed at Aberdeen and Lochinver, was supposed to have retired in 1985 but returned briefly to her old calling on 3 May this year.

While she was in the Oban area with a party of divers the coastguard requested that any vessels in the vicinity of Ardmucknish Bay look out for a small boat with five divers aboard which had experienced engine failure. *Ramsey Dyce* was nearby and soon had the casualty alongside. The inflatable was towed to the nearest harbour at Dunstaffnage Bay and the divers were landed safely.

The 52ft Barnett class ex-lifeboat *Ramsey Dyce* alongside the broken-down diving boat. Photo Angus Beaton



Once a lifeboatman, always a lifeboatman – or that was the case at Barrow on 19 March 1992 when the Barrow lifeboat mechanic Bryan Jackson enlisted the aid of ex-lifeboatman Ernest Diamond to rescue a windsurfer in a half-hour 'service' in the station's boarding boat.

Mechanic Bryan Jackson had been working on the station's slipway when he spotted the windsurfer fighting to get his board upright in a Force 6 westerly wind and being pushed rapidly out towards the open sea by a strong ebb tidal stream.

Ex-lifeboatman Ernest Diamond was working nearby at the time and Bryan Jackson enlisted his help to launch the lifeboat boarding boat – an outboard powered dinghy.

Within half-an-hour they had managed to rescue the man and his sailboard and return him to dry land – exhausted and cold but otherwise unharmed. He soon recovered and the two men then returned the boarding boat to the slipway.

Commodore George Cooper, RNLI chief of operations, wrote to thank both men for their 'valuable assistance' and the speed with which they reacted to the situation.

CONDITIONS TOO ROUGH TO BRING DIVERS ABOARD FISHING BOAT

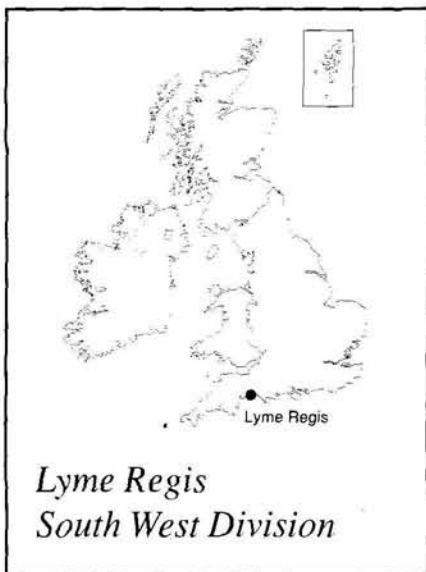
Missing divers found

It was a family affair at Lyme Regis earlier this year when a lifeboat crew member's father and brother were instrumental in saving the lives of two divers. On the afternoon of 9 May, three skin divers returned to Lyme Regis harbour in their 5m Chinook inflatable to report to the local harbourmaster that half-an-hour previously they had lost contact with two of their diving colleagues three miles west of the harbour.

Search

At 1335, the crewmen in the lifeboat station were alerted and two maroons were fired to let the divers know a search was underway, which, it was later established, they heard. Five minutes later, the Atlantic 21 class lifeboat *Independent Forester Benevolence* was launched to start the search for the missing divers, joining an RN helicopter from Portland, which had picked up one of the diving team to help define the exact position of the last dive.

The Lyme Regis lifeboat reached the search area at 1350 in a south westerly Force 6 and very rough sea, with a 3m



Routine – but always appreciated



Falmouth's Arun *Elizabeth Ann* speeds away from *SS Canberra* with her 'medivac' casualty, seen being transferred in the inset photo.

Falmouth's Arun class lifeboat *Elizabeth Ann* carried out a service on 3 June 1992 which although in fine weather and described by the station honorary secretary as 'routine' led to words of praise from the Captain of *SS Canberra*.

A passenger aboard the liner needed medical attention beyond that available on the well-equipped ship and so a rendezvous was arranged with the Falmouth lifeboat.

The arrangements went like clockwork – the lifeboat was alongside the liner for only two minutes and the passenger was taken ashore safely and transferred in Falmouth Docks to a waiting ambulance.

Writing to the RNLI to express his thanks *Canberra's* Captain, Ian Gibb, concluded '...and thank everyone for their help, which we know we can always count on'.

to 4m swell running. Exmouth lifeboat also left harbour at 1504 to assist in the search.

After an hour's search, it was suggested that the missing divers could be further east of the current search area and, at the suggestion of crew member Paul Wason, Mr John Wason - his father - agreed to put to sea to assist in the search in his fishing boat *Sea Seeker*, which was the only vessel that could safely leave harbour in the deteriorating weather conditions.

Located

Together with his other son Chris, and James Thomas and Chris Bagnall, *Sea Seeker* left harbour at 1456 to search eastwards from the harbour while the lifeboat and helicopter continued their search south and west.

Half-an-hour later, at 1521, *Sea Seeker* was able to report that the divers had been located three-quarters of a

mile off a nearby headland called Golden Cap.

Because of the bad weather conditions, it was not possible to take them on board so a line was streamed astern for the divers to cling to until the helicopter arrived. Both survivors were winched up by helicopter which landed them at Lyme Regis harbour where, after two-and-a-half hours at sea, they were checked over by the station's HMA Dr Llewelyn before leaving.

Sea Seeker returned to harbour and the lifeboat was back on station at 1620.

For his part in the rescue service, John Wason has been sent a letter of thanks from the Director of the RNLI, who wrote,

'Undoubtedly your local knowledge and intuition saved the lives of these two divers'.

Lengthy search but no survivors

It is an unfortunate fact that some lifeboat services do not result in the rescue of survivors, a result which inevitably has an effect on the lifeboat crews but which does not affect their dedication to the task in hand. One such launch was at Mallaig, when close to midnight on 15 March 1992 the coastguard notified the Mallaig lifeboat station that the commercial fishing vessel *Spray* was sinking one mile north-east of Sleat Point and requested that the crew should be paged for immediate launch.

On reaching the last reported position of the vessel, no sign of her could be found, and a fleet of 25 craft left Mallaig harbour to help in the search. The station's 52ft Arun class lifeboat *The Davina and Charles Matthews Hunter* acted in the role of 'on-scene commander' to ensure that a wide search area was completely covered and remained at sea for some 12 hours while the search continued.

Two helicopters were also brought into the search and rescue efforts, and it was one of these which managed to spot the wreck of *Spray* lying in 30ft of water. Two bodies, a father and his son, were later recovered, one from the shore by the Arun's Y class inflatable and the other from the wreck by a diver using the same inflatable.

The RNLi's chief of operations, Commodore George Cooper, later wrote to the station and crew expressing his 'sincere thanks for their efforts on this sad occasion'.

Mallaig
Scotland
South
Division



NINE MEN TAKEN OFF REPLICA SAILING VESSEL

Longboat's steering fails 40 miles north of Cape Wrath



Newsbuoy's inflatable Y boat takes a lifeboat crew member off the replica longboat just before beginning the long tow back to Stromness.

Some of the latest technology came to the aid of some of the earliest when Stromness lifeboat station's relief Arun class *Newsbuoy* was launched to the aid of a replica 12th century longboat on passage from Stornoway to Faroe.

The vessel, *Aileach*, had experienced steering failure some 40 miles north of Cape Wrath – the north-eastern-most tip of the mainland – in a north-westerly Force 6 to 7 and although her crew were able to make temporary repairs the jury-rigged steering later failed and assistance was called for.

Newsbuoy launched at 0850 on 17 June and reached the casualty at 1351 after a passage of almost 70 miles.

The nine men aboard the open vessel were transferred to the lifeboat using the Y inflatable in a wind which was now Force 6 to 7 and with a very large swell running – a very long way from anywhere to be in an inflatable!

After about 15 minutes *Aileach* was taken in tow for the long trip back to Stromness. At 1800 the tow parted, but was re-established again by crew member Douglas Adam, who jumped aboard as the lifeboat was brought alongside. Douglas had previously been the helmsman of the Y boat during the crew transfer.

It was 2055 by the time the Arun reached Stromness with the longboat and her crew having been at sea for just over 11 hours.

Stromness



Stromness
Scotland North Division

Lifeboats 2, Sunderland nil

Sunderland's station honorary secretary was enjoying the action at his local football ground on 27 April when he was alerted to lifeboat duty – for the second successive time during a Sunderland match!

Having been alerted by his pager, honorary secretary Jerry Finn hurried from the ground and - for the second time running - found himself asking the owner of the house right opposite the exit gate, Mrs Rooney, for the use of her tel-

Tyne rescues crews of two yachts in gale

The Director of the RNLI has written to thank the crew of the Ramsgate lifeboat for a service 'carried out very professionally' after the station's Tyne had rescued the crews of two yachts in a February gale.

It was at 1850 on 22 February 1992 that Ramsgate's Tyne class lifeboat *Kenneth Thelwall II* left the harbour on service to the two yachts, a service which was to keep her at sea for nearly six hours in gale force winds. The yachts were reported to be a mile south-west of the Falls Light Vessel, some 15 miles just south of east from the station, and the wind was south-westerly Force 6 to 7 at Ramsgate but considerably stronger at sea in the vicinity of the yachts.

With the help of a Sea King helicopter from RAF Manston the two sailing yachts were finally located, seven miles to the east of the light vessel, where the 28ft *Storm Song* was towing the disabled 26ft *Simona* with two people on board. *Simona* had a rope around her propeller.

The lifeboat reached the casualty at 2030, with the wind now south-west between Force 8 and Severe Gale Force 9. As she approached *Simona*, which was to be taken in tow, *Storm Song* released her towline and *Kenneth Thelwall II* made hers fast. The two people aboard *Simona* were taken aboard the lifeboat and the 22-mile tow back to Ramsgate began.

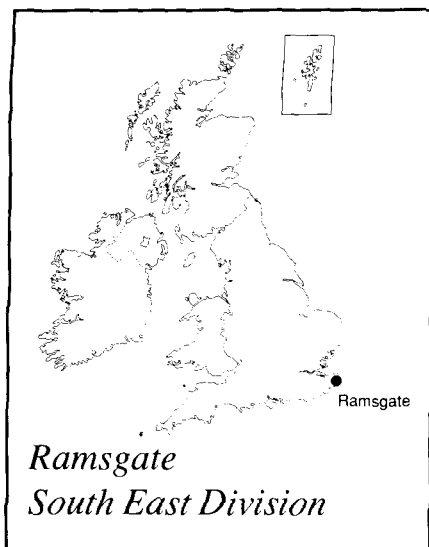
Some 15 minutes later *Storm Song* called to say that she was making no headway in the conditions and that the crew (there were two people

aboard) was becoming unwell and required assistance.

The lifeboat, with *Simona* in tow, was crossing the very busy SW shipping separation lane at the time, but was able to turn back to *Storm Song*, put a tow line aboard and take the two crew off. With tow lines now made fast to both yachts the Tyne set off once again for Ramsgate while Second Coxswain Derek Pegden tended the unwell survivor - who was suffering from shock and cold. He and the other three survivors were wrapped in blankets while the long, slow tow continued.

The beam trawler *Angelena* which had been on passage to Ramsgate took up position as an escort back to Ramsgate, but the Tyne was able to tow both boats without any problems despite the conditions. However, when only one-and-a-half miles from Ramsgate *Simona* began to sink, and within a few minutes she had disappeared.

The tow line was buoyed off and slipped from the lifeboat which en-



tered Ramsgate harbour at 0025 with just *Storm Song* in tow. The surviving yacht was berthed in the marina and all four survivors were taken to the local yacht club for the night.

The lifeboat was refuelled and ready for service again at 0200, despite some minor damage sustained while transferring the survivors to the lifeboat.

At 1000 that day, 23 February, the lifeboat returned to the wreck of *Simona* in order to recover her tow line, accompanied by a local trawler which later raised the yacht and took her to Ramsgate.

Yachtsman transferred in 'appalling' conditions

A service by Weymouth lifeboat on 13 April 1992 has led to the Director sending a letter of appreciation to Second Coxswain David Pitman, the station's Honorary Medical Adviser Dr Will Bowditch and the other crew members. The letter comments on a 'fine display of teamwork'.

At 0035 Portland coastguard received a Mayday call from the Dutch yacht *L.T. Harry* whose only occupant had been unconscious for nearly ten hours after a massive wave had hit the yacht. 12 minutes later Weymouth's 54ft Arun class *Tony Vandervell* was launched and a coastguard helicopter scrambled.

While heading towards the casualty the lifeboat managed to obtain a D/F bearing and red flares from the casualty resulted in a good bearing and a sighting by the helicopter.

The lifeboat reached the casualty, some 30 miles from the station, at 0230 to find weather conditions at the

scene appalling, with a NW Force 6 to 7 gusting 8 and a swell some 8m high.

It was decided to bring the survivor aboard the lifeboat and then transfer him to the helicopter. Acting Coxswain David Pitman brought the lifeboat alongside and put the Honorary Medical Advisor, Dr Will Bowditch, and two crew members on board. After the casualty had been examined he and the HMA were taken back aboard the lifeboat while the crew members remained on the yacht.

The survivor was lifted into the helicopter but the line became snagged so the HMA remained on the lifeboat while the helicopter flew the Dutch yachtsman to Weymouth hospital. *Tony Vandervell* returned to the vacant yacht and she was eventually brought into the safety of Weymouth harbour at 1030.

The yachtsman made a satisfactory recovery in hospital and later continued to his Plymouth destination.

ephone.

Mrs Rooney kindly agreed once again and Mr Finn was able to contact the coastguards who were requesting inshore lifeboat assistance to a police incident off Ryhope beach.

A man had been threatening the police and was cornered at the beach. They feared he might attempt a hazardous sea escape, but he was arrested and the lifeboat crew was stood down soon after their arrival.

Open House!

at the Inshore
Lifeboat Centre, Cowes
on 31 July and 1 August

The weather couldn't have been more perfect when the Inshore Lifeboat Centre at Cowes opened its doors to the public on 31 July and 1 August!

The Open Days, celebrating the ILC's 25th birthday and the 20th anniversary of the Atlantic 21 lifeboat, gave many people the opportunity to learn more about the RNLI's fleet of inshore lifeboats.

As well as the naming of the Mersey class *Bingo Lifeline* and the D class *Table 32*, spectators saw the 58th National Lottery draw by TV personalities Lynn Faulds Wood and John Stapleton, capsizes and righting displays, a sail past, workshops, the Storm Force caravan and souvenir stands.

The days turned out to be a great success, and the many visitors left tired, but with happy memories of a sunny afternoon at Cowes...



1. With helmet perched in place, one young Storm Forcer tries to 'Beat the clock'. Photo Robin Sharp

2. Young lifeboat supporters test their observation skills in the Storm Force treasure hunt. Photo Bob Kennavin

3. A sail past of the inshore lifeboats. Photo Robin Sharp

4. Looking up towards the ILC's Training Centre. Photo Bob Kennavin



5. Meri Benham names the new D class lifeboat *Table 32*. Photo Bob Kennavin

6. Amy, daughter of Gary Collett, a boat builder at the ILC, presents a bouquet to Lynn Faulds Wood during the naming ceremony of the Mersey class lifeboat *Bingo Lifeline*. Photo Janet Smith
The two naming ceremonies are described in more detail on page 262.

58th National Lottery

It was a family affair when the RNLI's 58th National Lottery was drawn on 31 July, the first of the Open Days.

Aided and abetted by their young son Nicholas, John Stapleton and Lynn Faulds Wood of BBC TV's *Watchdog* programme, together with the RNLI's Anthony Oliver (below, left), drew the winning tickets in front of large crowds and in glorious sunshine.

The prize winners of the 58th National Lottery are:-

£2,000: Ms A. Blunt, Flackwell Heath, Bucks; £1,000: Mrs S. Beer, Camberley, Surrey; £750: Mrs M. Lewis, Seaton, Devon; £500: M.K. Thomas, Whitby, North Yorkshire; £250: R. Blackman, Southwick, Sussex; £100: Mrs J. Hye, Chatham, Kent; Mrs I.H. Cosic, Brigstock, Northants; D.A. Bagge, Ware, Herts; Mrs. C. Baguley, Davyhulme, Manchester; Mrs. E. Squires, Rothesay, Isle of Bute; J.H. Clarke, Shamley Green, Surrey; Mrs. C. Megson, Fleet, Hants; A. Heron, Crosshouse, Ayrshire; R. Sutcliffe, Urmston, Manchester; A.E. White, Eastbourne, Sussex; £50: M. Hayler, St Leonards on Sea, Sussex; T. Josling, Rainham, Kent; I.E. Jones, Shaftesbury, Dorset; G.R. Hinch, Nottingham; J.G. Taylor, South Shields, Tyne & Wear; Mrs M. Negus, Hayle, Cornwall; Lt Col T. Downing, Eltham, London; P.G. Pile, Hounslow, Middx; Mrs V. Watson, Bedford; J. Hanna, Billingham, Cleveland.
Photo Gilbert Hampton



7. Two visitors to Cowes take the opportunity for a well-earned sit-down!

Photo Bob Kennavin

8. Over she goes! The Atlantic 21 and her crew of three are put through their paces during the capsize and righting display.

Photo Bob Kennavin



Volvo and the RNLB – 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 RNLB, an organisation committed to preserving the safety of those at sea.

The fund-raising association between Volvo and the RNLB 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.

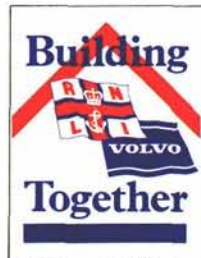
The first lifeboat was named 'RNLB Voluntary Worker', in honour of all the hard-working RNLB volunteers who helped to raise the money by selling raffle tickets. The Tyne Class 'RNLB Voluntary Worker' entered service in the relief fleet in September 1988.

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 RNLB 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. ▼



modernisation programme for Britain's lifeboat stations.

In addition to providing the promotional material and a full-time co-ordinator 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 RNLB'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 RNLB 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 RNLB 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 RNLB. 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 RNLB's commitment to continuing research and improved life-saving services.

Needless to say, Volvo and the RNLB are keen to continue their successful partnership and plans for the next fund-raising campaign will be announced shortly.

Many thanks to all those who helped with these campaigns.

The 440 1.6Li is the latest lottery prize supplied by Volvo.



The Gold Standard

Even on what could be considered a 'routine' service lifeboat crews can face hazardous conditions and often considerable risk. Imagine then the types of service which warrant special recognition, and consider the acts of bravery involved in services which lead to the awards of a Bronze Medal or Silver Medal for Gallantry – then stretch the imagination still further to consider the supreme efforts which must be behind the rarely-awarded Gold Medal.

It is these Gold Medal services which noted marine artist Tim Thompson has recorded in his latest book, 'Gold Medal Rescues', capturing the drama of the moment in a way which will send a shiver down the spine of anyone who has ever set foot on a boat – and likely to put off anyone who has not from ever doing so.

The circumstances which lead to Gold Medals are rare with only 118 having been awarded in the 168 years of the RNLI's history, just 33 of them since the beginning of this century and only nine since the end of the Second World War. The Gold Medal is perhaps becoming even harder to win, and it is now ten years since the last was awarded.

*The *Rohilla* Rescue, 30 October 1914*

Coxswain Thomas Langlands, Whitby; Coxswain Robert Smith, Tynemouth; Captain H. E. Burton, Royal Engineers

Six lifeboats from stations as far apart as Tynemouth and Scarborough were involved over a period of two and a half days in the service to *Rohilla*, a 7,400-ton hospital ship with 229 crew and medical staff aboard. On the morning of 30 October, 1914 she ran on to a reef near Whitby in an ESE gale, breaking in half in the mountainous seas.

At daybreak the people of Whitby began their rescue attempt, and the town's No. 2 lifeboat *John Fielden* was man-handled along the rocky foreshore and over an 8ft sea wall to a spot a quarter of a mile from the wreck. The lifeboat's coxswain, Thomas Langlands, launched knowing that she had been stove-in in two

places during her journey. The lifeboat reached the wreck twice after a fearful struggle, and took off 37 survivors, but could not return a third time as the rocks had taken their toll on the lifeboat. The lifeboat at Uppang, 2 miles away, accomplished another remarkable overland journey to the scene, but the huge seas forestalled another launch.

Messages had now reached Scarborough to the south and Teesmouth to the north. Scarborough lifeboat was finally towed out by a steam trawler, but when she arrived it was dark, and although she remained at sea all night in hellish conditions by daybreak it was obvious that still nothing could be done. The courage of the lifeboatmen of Teesmouth was just as great, but as they were towed across the Tees bar the lifeboat sprang a serious leak and had to be evacuated by the tug towing her.

Uppang lifeboat was launched again, but the sea and current were too strong and her exhausted crew were forced back. Whitby's No 1 lifeboat under the command of Coxswain Thomas Langlands was then towed to within half-a-mile of *Rohilla*, but even Thomas Langlands who had twice got alongside the previous day had to admit defeat.

The rocks where *Rohilla* lay provided no anchorage to allow a pulling boat to veer down, but perhaps Tynemouth's new motor lifeboat could drive in and out again without anchoring? In command was Coxswain Robert Smith, accompanied by Captain H.E. Burton RE, an expert on the new petrol engine. At 1.00am on Sunday the lifeboat was in Whitby

The RNLI's Public Relations Officer, Edward Wake-Walker, joined forces with the artist to supply the text which brings the stories surrounding the thirty paintings in 'Gold Medal Rescues' to life. The combination of paintings and text must make this book irresistible to anyone with an interest in the RNLI or just an appreciation of fine marine art.

'Gold Medal Rescues' is published by David and Charles on 29 October 1992 at £40 and will be available from most bookshops. Half of the royalties will go to the RNLI. The book will also be available through the RNLI, adding to the profit to the Institution.



harbour, and four hours later set out for the wreck. An eye-witness account in a contemporary edition of the Yorkshire Post said:

The lifeboat throbbed her way towards the wreck and then, when within 200 yards of *Rohilla*, she turned seawards. A few fathoms beyond she discharged over the boiling sea gallons and gallons of oil...the effect was remarkable; within a few seconds the waves appeared suddenly to be flattened down as by a miracle. In the meantime the lifeboat raced at full speed outside the line of breakers, past the stern of the wreck, and then turned directly to the shore. Guided with splendid skill and courage, she reached the lee of the wreck.

'Already the effects of the oil were beginning to pass off, and the waves were noticeably higher. A rope was let down to the lifeboat, and figures scrambled down. In less than a quarter of an hour more than forty men had been taken into the boat. It was then that two enormous waves were seen rolling up at tremendous speed. They swept over *Rohilla* onto the lifeboat, enveloping it. Each time the tough little craft disappeared for a moment, reappeared, tottered, and righted herself gamely. Closer still she hugged the vessel's side till every man aboard – fifty of them in all – had been hauled into the rescuing boat.

'But the peril was not yet over; as the lifeboat shot past the wreck on her return journey she was struck broadside on by a great wave; but once more she manfully withstood the shock, and swept out to sea.'

*The Daunt Rock Lightship, 13 October 1936,
Coxswain Patrick Sliney, Ballycotton.*

When Coxswain Patrick Sliney and his Ballycotton crew returned on 14 February 1936 after rescuing the crew of the Daunt Rock lightship the lifeboat had been away for over three days, 49 hours of which were at sea in hurricane-force winds.

The account submitted by the station honorary secretary reads:

'On Friday, 7th February, 1936, a gale sprang up and increased until by Monday, 10th it was blowing a hurricane. At high water nothing could be seen of the breakwater or the pier. Stones, a ton in weight, were being torn from the quay and flung about like sugar lumps.

'At eight o'clock the Civic Guard rang me up. The Daunt Rock Lightship, with eight men on board, had broken from her moorings 12 miles away, and was drifting towards Ballycotton.

'Seas were breaking over the lifeboat house, where the boarding boat was kept. I did not believe it possible for the coxswain even to get aboard the lifeboat at her moorings, but he went down to the harbour and I followed to find the lifeboat already dashing out between the piers.

'I thought every minute the lifeboat must turn back, but she went on. I watched till she was a mile off, where spray was flying over the 196ft high lighthouse lantern. At the lighthouse the lifeboat seemed to hesitate and we thought she was coming back. Then to our horror the coxswain took her through between two islands. That way was much more dangerous but would save half-a-mile.

'The lifeboat came off the top of one sea with such a thud that everyone thought the engines had gone through the bottom. Visibility was appalling and the lightship could not be found, so the coxswain ran for Queenstown for information. The lifeboat set out again and, soon after midday found the lightship only half-a-mile from the shore. Her crew would not leave her but feared their anchor would not hold and asked the lifeboat to stand by. A Royal Navy destroyer was also standing by and two attempts were made to establish a tow before dark. The lifeboat was twice able to pass a line but it parted. The destroyer was prepared to stand by so Coxswain Sliney made for Queenstown for more rope and food for his wet and exhausted crew.

'Early in the morning of the 12th the lifeboat set out again. The destroyer left, but the Irish Lights vessel *Isolda* was expected. The lifeboat stood by all day and all night until shortly after dawn on the 13th, when the coxswain decided to make for Queenstown as his petrol was getting low. As soon as the lifeboat had the petrol she set out again, at about four in the afternoon.



'When she reached the light vessel, about dusk, she found *Isolda* standing by to try to take the lightship in tow in the morning. But the weather had been getting worse and at 9.30, with the wind and sea still increasing, the coxswain took the lifeboat round the lightship's stern, not more than sixty yards from the Daunt Rock. The lightship was in great danger, if the wind went a bit to the west she must strike the rock.

'In the heavy sea it was impossible for *Isolda* to do anything so the coxswain took the lifeboat round the lightship again to take the crew off. She was plunging tremendously on her cable, rolling 40°.

'To anchor to windward was impossible, owing to her cable. The only thing was to make quick runs in on her port side, calling on her crew to jump for the lifeboat. The coxswain must run in at full speed, check for a second, then go full astern. In that second, the men must jump. He knew the dangers. If he ran too far, the lifeboat would go over her cable and be capsized and, as he came alongside, the lightship might crash on top of the lifeboat.

'The coxswain pumped out oil to calm the seas, went astern of her and then drove full speed alongside. One man jumped, and the lifeboat went astern; the second time no one jumped; the third time five men jumped. On the fourth the lightship sheered violently and crashed on top of the lifeboat, damaging the deck. The lifeboat went in a fifth time. Again no one jumped.

'There were still two men on board clinging to the rails. They seemed unable to jump so the coxswain sent some of his crew forward, at the risk of being swept overboard, to seize the men, then raced in for the sixth time. The men were seized and dragged in.

*The Indian Chief, Wrecked on the Goodwins, 5 January 1881
Coxswain Charles Fish of Ramsgate*

There will always be new stories to tell of shipwreck and rescue on the Goodwin Sands, but the wreck of the *Indian Chief* on 5 January, 1881 and the rescue by Ramsgate lifeboat the following day should never be forgotten. There will never be a more chilling example of the 19th century seaman's ability to survive.

The 1,238-ton *Indian Chief* struck the Long Sands, close to the Knock Light, in a gale on 5 January, 1881 and began to break up. An attempt to launch boats resulted in the loss of two men and many of her 29-man crew lashed themselves to the masts. When the mainmast fell in the night it brought down the mizzen and 16 men drowned.

The remaining 11 survived the night in spite of freezing gale force winds and at first light were astonished to see their salvation approaching through the heavy broken water across the sands in the shape of Ramsgate lifeboat.

The lifeboat, *Bradford*, a 44ft self-righter, had been towed by the paddle steamer *Vulcan* for 30 miles in the biting gale and heavy seas. Arriving in the dark it was impossible to find the wreck so the coxswain and crew remained there for the night cruising about between the



Sands, the lifeboat crew exposed to the whole fury of the storm and the steamer sustaining damage.

In the morning the lifeboat drew alongside under sail, took off all remaining survivors, sailed back across the Sands to the *Vulcan* and made it back to Ramsgate after an absence of 26 hours.

Those are the bare details. This extract from the mate's account provides the heart to this story:

'I saw a lifeboat under a reefed foresail heading directly for us. It was a sight, sir, to make one crazy with joy. The boat had to cross the broken water to fetch us, and in my agony of mind I cried out, 'She'll never face it! She'll leave us when she sees that water!' for the sea was frightful all to windward of the sand and over it making the whole surface resemble a boiling cauldron. Yet they never swerved a hair's breadth. Oh, sir, she was a noble boat! We could see her crew motionless as carved figures, and there was not a stir among them as the boat leapt from the crest of a towering sea into the monstrous broken

tumble. The peril of these men, who were risking their lives for ours, made us forget our own situation. Over and over again the boat was buried, but as regularly did she emerge with her crew fixedly looking our way.'

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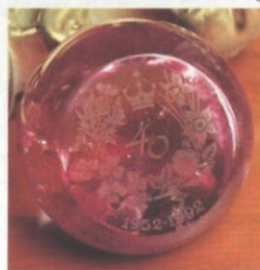
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The Gold Standard continued from page 271

Rescue from the Johan Collett,
5 February 1963

Coxswain Hubert Petit, Guernsey

The Norwegian merchant ship *Johan Collett* was 14 miles off Les Hanois lighthouse, Guernsey, when her skipper radioed for help; his cargo had shifted and his vessel was listing severely to starboard.

Coxswain Hubert Petit, in command of St Peter Port's 52ft Barnett class lifeboat *Euphrosyne Kendal*, that afternoon knew time was of the essence and that a foul tide was running offshore so he kept within 50 yards of the shore, passing inside many rocks.

The South African frigate *President Kruger* was on her way with six other vessels and the first on the scene picked up 11 crew from the casualty's boat.

Three more men from the stricken ship boarded a liferaft and were picked up by another ship and by the time the lifeboat arrived the wind had strengthened to full gale force. It was snowing and ice was forming on the lifeboat's windscreen. *Johan Collett* lay beam to the wind, in 15ft seas and listing heavily to starboard with her gunwale awash.

Three hours later the master asked the lifeboat to take off his chief engineer and two apprentices, but on his first run in Coxswain Petit realised that the falls from the empty davits would imperil the whole operation. They were hauled inboard and he made three further approaches, holding the lifeboat alongside long enough for a man to jump. A tug, *Abeille 10*, then arrived and after an hour and a half and seven attempts finally secured a line and began towing. Immediately the casualty's list increased to some 40 degrees.

A three knot tide was running against the Force 10 gusts, creating very rough, steep seas. *Johan Collett* was on her beam ends when the decision came to abandon ship – in those appalling conditions six men had to be taken off a vessel being towed at 3 knots. Coxswain Petit began his first run in to position the lifeboat's starboard side alongside the

The Revi Rescue,

14 February 1979

Coxswain Brian Bevan, Humber

February; a north-easterly gale, gusting to Force 9 and increasing; snow storms; midnight. Brian Bevan, full-time coxswain and superintendent of Humber lifeboat station is roused three minutes before midnight by the coastguard. *Revi*, a small Panamanian cargo vessel is in distress 30 miles off Spurn light vessel. Heavy seas have ripped away her hatch covers and water is entering her hold.

The 54ft Arun class lifeboat *City of Bradford IV* heads into the darkness at full speed. The impact into the trough of one 20ft sea opens every electric breaker and plunges the wheelhouse into darkness. The coxswain reduces speed to 14 knots, the waves increase, some as high as 35ft.

Fifty minutes later *Revi* puts out an even more urgent call: she is sinking and requests the British ship *Deepstone* which is already



merchant ship on the top of a sea and to stay there long enough for a man to jump.

As the lifeboat made her approach a huge sea picked up her bow and threw it off course, but Hubert Petit regained control and one by one the crew were brought aboard. Only the master was left, but when the time came to jump he fell outside the lifeboat's guard rail and was dragged aboard seconds before the two vessels struck heavily.

St Peter Port lifeboat turned for home with nine survivors aboard, arriving exactly fifteen hours after her launch.

standing by to close in. The lifeboat still has 8 miles to run.

The lifeboat crew get their first sight of the casualty at 1.36am. Her master, in a desperate attempt to make the River Humber, is steaming at full speed towards them, his ship constantly buried by the huge seas. The wind is Storm Force 10 as the lifeboat takes up station close astern of *Revi*.

The master radios that he wants two crew members taken off. Coxswain Bevan asks the master to steer south at slow speed and to have the two men on the boat deck ready to jump.

The lifeboat edges in under the casualty's quarter and a huge wave completely engulfs the coxswain's stern. Brian Bevan throttles full astern just in time to see *Revi* fall back down, missing his foredeck by inches. Again and again the lifeboat makes an approach and is forced back, the casualty often towering 20ft above the heads of the men on the foredeck. At last the right moment comes and the two crewmen are able to throw themselves into the lifeboat.

With two men safe *Revi* continues the desperate run for the Humber, but five minutes later the accommodation begins to flood, the cargo of sand shifts and the ship is listing 45 degrees to port. Now master and mate must abandon ship. The bow is turned to the west to give a lee on the low port side, *Revi* is clearly sinking and seas are sweeping across her.

A massive sea breaking over both vessels forces the lifeboat away as Brian Bevan makes his first approach. He comes in again and again, but only on the twelfth attempt can the mate jump on to the lifeboat.

Revi's bow is now below the waves, her stern clear of the water menacing the lifeboat if she dares come close. Her master hangs on to the stern rails, ready to jump. Nine times the lifeboat gets close but not close enough. On the tenth the stern soars 20ft clear of the water and plummets back towards the lifeboat's foredeck.

The coxswain's lightning reactions avert a total tragedy by inches. Then three successive seas cover *Revi* completely – the water clears and the captain is still hanging on to the rails.

The ship is about to roll over and Bevan decides on a dash in a trough between two waves, driving in under the port quarter and striking the stern. The captain jumps and lands on the very edge of the lifeboat's deck. Five minutes later *Revi* rolls over and sinks.

The illustrations on these pages are details from paintings by Tim Thompson and the text is condensed from Edward Wake-Walker's accounts which accompany them

£ £ £ THE FUNDRAISERS £ £ £

Some ways of filling the coffers...

Clem 1, RNLI 250

A chance meeting with Ray Clemence, former England, Liverpool and Tottenham goalkeeper, raised £250.27 for the Clapham, Battersea and Wandsworth branch.

Joe Perry, a set builder for TV shows, met Ray during preparations for the Rumbelows Cup Final last April. Ray gave Joe a football. Joe, an ex-submariner, thought it would be a good idea to raffle it for the RNLI.

He had words with Tom and Margaret O'Connor, 'mine hosts' of the Nottingham Castle, who agreed to donate a bottle of brandy for a second prize. Tickets sold like hot cakes before the draw on 4 May, and a barbecue and team quiz finished off a successful day's fundraising.

Splendid days out

The 33rd RNLI Thames Regatta was held on the Queen's Promenade, Kingston upon Thames on 20 and 21 June 1992.

The Kingston, Surbiton, Thames Ditton and Molesey branches were all involved in this, now the largest motor boating event on the river, with more than 220 boats attending.

As well as entertainment ashore, highlights afloat included a sailpast of the combined fleets of the Dunkirk Little Ships and the Thames Vintage

In brilliant sunshine Nairn ladies guild took part in the town's harbour festival in May, selling gifts, books, bric-a-brac, and raffle tickets. Three local boat operators generously donated a percentage of their takings to the guild, resulting in a final total of £866.



Boat Club, and an illuminated sailpast by other boats (best illuminated - Albany Yacht Club!). Crews competed in rowing, raft races and other waterborne activities. First prize in the raffle was a three-day trip for two to EuroDisney.

These were splendid days out for all and the regatta has so far raised a grand total of £4,800 (and still counting!), all of which goes to the RNLI.

Portrush raft race

Smashing weather and a variety of fun-packed activities made the eleventh Portrush raft race as successful as ever - and the latest count of the takings suggests £22,000 was raised for the lifeboats as a result.

Right from the very start on Friday 22 May to the following Sunday, music and dancing were enjoyed alongside three-legged races, tug-o-war, greasy pole, the 'best fireworks display yet' - not to mention a rescue demonstration by the RNLI and the coastguard, and a parachute display.

The raft race itself was started by BBC Radio Ulster's Mike Edgar, who was broadcasting live on the station's afternoon sports programme. 104 rafts took up the challenge, all bidding to beat the competition for Most Ingeniously Designed Propulsion and Most Sponsorship For The RNLI.

Around 25,000 people are thought to have attended this increasingly popular event in Portrush harbour.

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

TWO MEMBERS of the Thame and district branch again 'trod the trail' to raise £485.45 for the lifeboats. Lily Lovell and Graham Munday walked 20 miles from Streatley in Berkshire to Ashbury in Wiltshire. This is the second such walk undertaken by the pair, whose fundraising total now amounts to £804.95.

THE HITCHIN branch sales caravan, plus a souvenir table, was out in force at the annual Walsworth Festival. The glorious weather helped bring out the crowds and as a result the branch sold £161.30 of goods. RAME Peninsula collected some £870 from their flag day in the Cawsand areas on 23 May, a quite remarkable increase over last year's total of £683.

SINCE THE closure of his local branch, Fred Taylor of Bath has continued to raise funds for the RNLI. Sunday 29 March saw him collecting £285 from donations at the Mendip Golf Club, with the help of some of his friends. And on Friday 22 May, Mr Taylor made a total of £253.49 from collecting outside the Gateway food store at Shepton Mallet. 'I won't let the RNLI down as long as I can get about,' he writes.

MERVYN Kinney and Brian Meharg, together with their colleagues on the crew of the Bangor lifeboat, organised a Gala Day, the highlight being an event called 'the Birdman of Bregenz' - local daredevils sponsored to fly (or fall!) across the marina. Over £2,000 was raised from the sponsorship and from the nautical auction, car boot sale, Land Rover pull, film shows and 'It's a Knockout' competition. Could this become an annual event?

NICK WEST, landlord of The Ship public house at Redbridge near Southampton, recently raised the sum of £730.66 from a sponsored head shaving. BAT added a donation of £393 to match the amount raised by their 'now bald' employees following the event, bringing the total to £1,123.66. Betty Judd, honorary secretary of the Southampton guild, says, 'Mr West has only been in the area since November 1991, but his collecting box always yields a large amount'. FATHER Christmas paid a surprise visit to New Quay ladies lifeboat guild's Christmas Fair which raised over £800. From his bottomless sack, Santa managed to find a small gift for every child!

Fish and chop suey!

News from one of our far-flung outposts - the Hong Kong branch.

Approximately £600 was raised at a fish and chip supper held at the Mariners Club in Kowloon, Hong Kong with future events planned, including a charity card sale and a barn dance.

£ £ £ THE FUNDRAISERS £ £ £

Country & Western

Upturned boxes, straw bales, coloured lights and flags set the scene for the eighth annual Country & Western dance held at Brooker Farm, Newchurch, Romney Marsh in June.

Kevin Stewart and First Chapter and Redwing provided the music, and supporters came from far and wide. A barbecue, trade stalls, a bumper raffle and bar proved the right ingredients for a successful dance. Over the last eight years Dorren Barns and her helpers from the Dymchurch ladies guild have raised £6,840.

Great lifeboat challenge!

For the first time ever, seven of Cornwall's eight all-weather lifeboats and seven of its eight inshore lifeboats launched on the same day to raise some £6,000 for the RNLI - and the money is still coming in.

The spectacular fundraising plan was for Tamsin Thomas, a BBC Radio Cornwall presenter, to race Charles Hunter Pease, chief executive of Volvo UK, around the coast of Cornwall from Padstow to Fowey. Charles would travel by road in his Volvo 440i while Tamsin would make the journey using all Cornwall's mainland station all-weather lifeboats.

Supporters were asked to sponsor individual lifeboats and encouraged to organise special events to coincide with the event. In addition, Radio Cornwall carried live broadcasts of Tamsin's progress at sea whilst staff in the studio took pledges of donations from listeners.

The weather on the day was more appropriate to 18 January than 18 July! At 0800, Tamsin left Padstow on the Tyne class *James Burrough*, escorted by Port Isaac's D class and later St Agnes' *Blue Peter IV*, as Charles Hunter Pease set off on the coast road to St Ives.

Tamsin met up with the St Ives Mersey class *The Princess Royal*, with the Newquay C class standing by, followed by the Sennen Cove Mersey *The Four Boys*, Penlee's Arun class *Mabel Alice*, and The Lizard's relief Tyne class *Mariner's Friend*, accompanied by Marazion's D class. It was up to Falmouth's Arun *Elizabeth Ann*, with the town's Atlantic 21, to deliver Tamsin to Fowey's relief Waveney *Faithful Forester* for the final leg.

The challenge did not turn out to be quite such plain sailing for Charles Hunter Pease, though. Mysteriously, he had to contend with parking tickets and wheelclamps, being locked in a lifeboat house, and frustratingly

Pushing the bike out

Four soldiers from 6 Ordnance Battalion stationed in Germany cycled a 650-mile route following the south west coast on mountain bikes to raise money for the RNLI.

Pushing off from the Tropicana at Weston-super-Mare on 2 June, the team - with support crew - pedalled their way to a civic reception in Poole

on 17 June. They were welcomed by TV star Buster Merryfield, who cycled with them for the last mile.

The four are aiming to fund an Atlantic 21 lifeboat in memory of the RAOC, which will cease to exist in 1993 under the Government's Options For Change. The team has already raised £16,000.

New Zealand evening

The American branch recently held a very successful reception in aid of the RNLI in the penthouse at New Zealand House.

The evening was organised by branch member Tracy Bronlund, herself a New Zealander, and it was

hosted by The Hon George Gair, New Zealand High Commissioner.

Guests had the opportunity to sample a variety of New Zealand food and wine and were entertained with Maori singing.

The evening raised over £3,000.



Fat-free cheque

The Exmouth branch received a cash boost of £2,000 from the nationwide slimming club organisation 'Slimmer'.

The organisation's central administration office is in Exmouth and when funds became available to donate to charity, managing director Tony Jones chose the Exmouth lifeboat.

Tony Jones is pictured above aboard the Exmouth lifeboat *Caroline Finch*, presenting a cheque to the Exmouth branch's treasurer Jack Stapley, and watched by 'shapely' crew members Tim Mock, Dave Richards, Bert Thomas, Clive Harris and Tom Chandler! Photo Julie Hodge

Lose pounds, make pounds

In a desperate dash to lose weight under doctor's orders, Andrew Penfold, a keen sailor from Surrey, set up a sponsored weight loss challenge in aid of the RNLI.

The driving force behind the challenge was his pledge to return to each sponsor 10 times the stake donated if he did not achieve his goal by the due date.

On 29 March 1992 in the Angel Inn, Thames Ditton, Andrew weighed in (before lunch, of course) at 15st 11lbs, having lost over 27 pounds since 3 January. His target had been to lose 25 pounds - and he was wearing a suit he had not been able to wear for six years.

Through his mammoth (now, perhaps, not-so-mammoth!) efforts, Andrew raised £930 - to the relief of his bank manager - which was presented to the Thames Ditton branch. Perhaps he can now let us all into his slimming secret!

slow hedgecutters blocking his path.

It was hardly surprising then that Tamsin aboard the lifeboat reached Fowey just two minutes before the Volvo car!

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

LADIES of the Guild of Charities, based in St Athan, presented regional organiser for Wales Anne Williams with £1,000, representing a year's hard fundraising work - jumble sales, coffee mornings and fayres were organised to raise the money, which members hope will help fund lifesaving work at Barry Dock station.

STRATFORD-upon-Avon branch organised an evening cruise on the River Avon aboard *The Lady of Camelot* in June. 60 people were served wine and savouries during this enjoyable event, which raised nearly £350.

HAWARDEN branch and Hawarden golf club have celebrated 25 years of joint fundraising. The idea of a competition involving local golfers was first mooted by the late Mr Reidford, a keen golfer, when he was treasurer of the branch. The amounts raised in the early years were modest by present day expectations - £16 in 1967 compared to £267 in 1992, a grand total of almost £1,500.

THE SPIANS of the Kidlington branch put on a pantomime performance of *Turkish Delight* from 18-21 March 1992 and played to packed houses every night. Those who made up the 'Lifeboat Theatre Players' staged a happy ending to the run in true panto fashion by raising £2,600.

WICK LIFEBOAT paid its annual visit to Helmsdale harbour on Saturday 4 July for the town's lifeboat day. Lifeboat queen Jan Gunn presented Coxswain Walter McPhee with a cheque for £2,250, the result of a hard year's fundraising by Helmsdale branch. On its return to Wick the lifeboat called in at Dunbeath harbour where the coxswain was presented with a cheque for £100 by harbour users.

KATE THURSTON, 16, from St Bede's Roman Catholic High School in Blackburn, is a keen Storm Force member. With her friend Sarah Gould she nominated the RNLI as one of the charities to benefit from their school's sponsored day. They also wrote to the P&O vessel *Norski* whose radio officer Peter Loynd is married to one of the school staff, to ask if the crew would like to help the school raise money. The officers and crew of the *Norski* sent £95 towards the total of £750 finally raised by the school.

DAVID HUNT of Nottingham found an unusual way to celebrate his 50th birthday - he decided to make himself the subject of a sponsored shave and then got as many people as possible to support him in his venture. Four parties were thrown to celebrate Mr Hunt's half-century and £3,400 was raised to be distributed among Mr Hunt's preferred charities. The RNLI was very pleased to receive a cheque for £850.

ONLY THOSE with especially short arms and deep pockets avoided the onslaught of the Edenbridge branch in their February fundraising campaign. Swimmers pounded lengths of the local pool during the branch's sponsored swim as sponsors were persuaded to part with their cash. The total raised was £2,115. Organiser Alison Gravatt was evidently inspired after crossing the Channel in a small sailing boat with her husband. She was later heard to mutter: 'Never again without a lifeboat in support!'



Richard Vaughan (right) presents a cheque for £1,500 to Rear Admiral Graham (left) and the Stockbridge branch after the clay pigeon shoot.

Right on target

Rear Admiral Wilfred Graham, a former Director of the RNLI, writes to say that the Stockbridge branch benefits each year 'to the tune of £1,500 from a clay pigeon shoot organised by a local farmer Peter Harding.'

This year, Richard Vaughan of BBC TV's 'South Today', a participant in the clay pigeon shoot, presented the cheque to Rear Admiral Graham, chairman of the Stockbridge branch on 28 April. Rear Admiral Graham continues, 'Stockbridge is quite a long way from the sea but the local farmers and shopkeepers are pretty keen lifeboat supporters.'

Art exhibition

For the past three years Henfield branch has organised a very successful art exhibition at The White Hart in Henfield, Sussex.

This year, over 150 paintings by local artists were shown and a preview held for invited guests. The exhibition was open to the public for the five days following. Artists were charged a modest £1 hanging fee and the RNLI received 25% of the sale price on all 45 paintings sold. £998 was added to the coffers of Henfield branch, and the total raised by the exhibitions is now over £3,000.

Putting their best feet forward - members of the Wadebridge branch step out in style at the start of their sponsored walk, despite an unsettled forecast.



Stepping out

Despite an unsettled forecast on Sunday 26 April, members of Wadebridge branch put their best feet forward to raise money from a sponsored walk along the famous Camel Trail which runs alongside the Camel River in Cornwall.

Ardent walkers were sent on their way by Tamsin Thomas, a regular on Radio Cornwall, who is herself a member of the Fowey branch.

The walkers completed the 5-mile course from Wadebridge to Padstow to be greeted by the Padstow branch and, of course, the RNLI flag!

Happily, everyone finished the course and, after a relaxing lunch, totted up the takings for their morning's work - a fantastic £1,000.

On the same day in another part of the country, 81 lifeboat supporters got very wet indeed as they took part in the Worthing and Rustington branches' annual joint sponsored walk (or should that be swim?).

Sent on their way by the mayor of Worthing, Councillor Hugh Braden, 59 gallant walkers braved the pouring rain and biting wind to hike the 12-mile round trip from Worthing to Rustington and back. At the same time, 22 other intrepid walkers were setting out to do the same walk, this time starting from the Rustington end.

This 21st sponsored walk raised over £4,800, and brings the grand total raised through the years to over £60,000. To celebrate the occasion, Shoreham lifeboat and the coastguard helicopter exercised in rough seas just off Worthing Pier, and the mayor and mayoress cut a celebration cake made by Worthing committee member Joan Skyrme, which was soon polished off by the hungry walkers!

£ £ £ THE FUNDRAISERS £ £ £

Record success!

The annual lifeboat day organised by Hakin Point branch in June at the new Milford Haven Marina site proved a record success.

Branches from Angle, Little and Broad Haven and Haverfordwest, along with Pembroke ladies guild, joined in the manning of the popular fundraising stalls.

Perfect weather attracted some 4,000 people to watch displays by the port's fire-fighting tugs, Angle lifeboat and a Sea King helicopter from RAF Brawdy. The B&I ferry *Isle of Innisfree* was flying the RNLI flag outward bound for Rosslare and a fleet of longboats took part in a harbour race sponsored by the Port Authority who had also provided the new site and facilities.

The total amount raised from this highly successful day exceeded £5,000, including £4,500 raised by the host branch.



Vice Admiral Sir Robert Gerken, ball committee chairman, presents a cheque for £9,501.70 to Vic Stimson, chairman of the local co-ordinating committee, before Coxswain Patrick Marshall of Plymouth lifeboat and members of the crew and ball committee
Photo Western Morning News, Plymouth

Having a ball

Saturday 6 June, the day before the Royal Western Yacht Club Transatlantic Race, was the date of the Plymouth Summer Ball - and what an event it turned out to be!

Plymouth Pavilions was the venue and The Ray McVay Orchestra provided musical accompaniment.

The large auditorium was transformed into a 'stage set' by decorative RNLI flags and a large-scale cut-out model of an Arun lifeboat.

The ball was attended by the Lord

Mayors of Plymouth and Cardiff. The Royal Western Yacht Club's party included Eric Tabarly, the French yachtsman, and Helen Matthieu, a United States Senator from Rhode Island, the destination of the competitors setting sail the next day.

Craig Rich, BBC South West television personality and Looe branch president, hosted a cabaret spot, and TV colleagues drew raffle prizes.

A moment never to be forgotten was at 1am on Sunday when 320 revellers sang 'Land of Hope and Glory' at the tops of their voices, having already danced the night away.

The Plymouth Lifeboat Summer Ball, which this time realised around £9,500, seems set to become a regular event in the RNLI calendar!



They may be miles from the sea...

In the village of Holme, deep in Summer Wine Country, there lies the Fleece Inn, almost 2,000ft above sea level - and arguably as far from the sea as it is possible to get.

Despite this minor setback, the inn is 'home' to a team of very dedicated supporters -

pictured left - who raise money for the RNLI.

In 1987, landlord Geoff Atkinson and a group of his regulars decided to

accept the Drambuie Challenge across Scotland. Following their success, they have entered every year it has been staged since, raising £3,500.

Appetites whetted, the pubgoers decided in 1990 to try to raise sufficient money for a D class lifeboat and so organised a Burns night, dinners with guest speakers, quiz nights, pool and darts knock-outs, raffles and many other such events.

The climax of all their hard work came on Saturday 27 June when the team visited Filey to hand over a cheque for £9,500 to fund the new boat that will be on station next year.

On your marks!

Ten countries entered the 1992 Mulberry Ecurie Ecosse Tour, one of the most coveted gatherings of racing and sports cars ever seen in Europe, among some of Scotland's most inspiring scenery and most demanding roads.

Cars entering the five-day event included the 1953 Le Mans winning Jaguar C-type and an Ecurie Ecosse Tojeiro-Buick. The oldest car was a 1918 Indianapolis Miller.

Sponsored by Mulberry, the fashion house, the tour concluded with fashion shows at Gleneagles Hotel.

The fundraising effort by drivers, supporters and sponsors resulted in the sum of almost £30,000, including the gift of a Lancia Dedra! The cash will go towards building the Tobermory lifeboat station.

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

DAVID BATTIE of BBC TV's 'Antiques Roadshow' hosted his One Man Roadshow on 19 May and helped the Hampstead Garden Suburb branch raise £826.30 for the RNLI. According to branch honorary secretary Caroline Smith, Mr Battie 'is most entertaining, amusing and has a fund of knowledge'. About 150 people brought tickets, and wine and nibbles were served before the event.

SCOTTISH personality Jimmy Logan donated his fee for appearing at the Scottish Transport Extravaganza to the RNLI - the Bobby McLeod Boathouse Appeal in Tobermory benefited to the tune of £1,000 from Jimmy's generosity.

FOREST ROW branch held their annual net-

ball tournament on Saturday 20 June and raised an impressive £575 for the lifeboats.

ROGER COHEN and Mark Smith of Brighton lifeboat crew were delighted to meet Elaine Page at a reception to promote Hermes' 'L'Annee de la Mer'. The reception, which was arranged in conjunction with the RNLI's Central London committee, raised almost £2,000.

LINCOLN ladies lifeboat guild held their spring party at Boothby Graffoe Hall by kind permission of Mr and Mrs Ruddock on the evening of 8 April 1992, a few days after their golden wedding anniversary. A tremendous success, the evening raised £756. The Ruddocks kindly provided all the drinks for the party.

£ £ £ THE FUNDRAISERS £ £ £

£60,000 cheque

The President of the RNLI, HRH The Duke of Kent, received a £60,000 cheque from Mr Michael Gore, vice chairman of the S.G. Warburg Group, at their London offices on 27 May.

The Group chose the RNLI as their favoured charity for the year and employees raised £30,000 through events and initiatives co-ordinated by Anne Haynes, the appeal organiser. Under the Matched Giving Scheme, the company then generously doubled the amount raised. The money funds an Atlantic 21 lifeboat to enter service in 1995.

Garden party

In the hot sunshine of the last Sunday in June, Jane Kimber and John Clothier opened their attractive garden in West Bagborough in aid of the RNLI.

Taunton branch members manned the car park and souvenir stalls and sold large quantities of teas and ice cream to thirsty visitors. Great interest was shown in R.J. Brewer's collection of working model lifeboats.

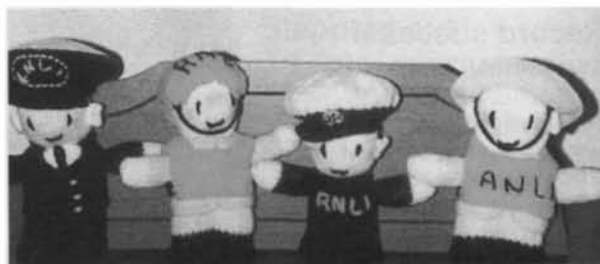
Jane Kimber herself raised the most from the sale of some 800 home cultivated plants. Visitors left with armfuls of greenery, praying for rain so their purchases could be safely planted. The day, with plant sales of £1,200, made £2,011 for branch funds.

Diamond jubilee

Jersey guild celebrates its diamond jubilee this year. The guild's first meeting was on 20 July 1932 and flag days have been held every three years since 1934 (excluding the war years).

Little knits!

Over the last two years Mrs Morley from Cowes has been knitting little lifeboatmen. Most are sold during Cowes Week and so far she has raised £80 for the lifeboats in this way.



£565 was collected then, compared with 1991's figure of £7,757.

The souvenir stall at St Catherine's raised nearly £8,000 in 1991. Bridge afternoons, Christmas bazaars, raffles, discos and flower festivals have all contributed to the £687,866 forwarded to Headquarters since 1968.

To mark the 60th anniversary, a jubilee ball was held at La Hague Manor in June and this event itself raised a magnificent £6,000.

Stormalong 92

On Friday 17 July, the crew, sponsors and supporters of Stormalong 92 celebrated their success in the Three Peaks Yacht Race 1992 at The Britannia, Kensington.

During the evening the Kensington branch president, the Mayor of the Royal Borough of Kensington and Chelsea, was presented with a £1,500 cheque, representing the amount raised during the race.

John Eaglestone, landlord of The Britannia, organised a raffle, and souvenirs were auctioned - raising a further £470.

Just reward

Mrs Norman Cant, chairman of Dunblane branch for the last 20 years, attended the Bishop's Waltham Agricultural Show and won two bottles of champagne in two separate draws on the local RNLI stand!

Bishops Waltham branch enjoyed a day in wonderful weather to produce £920 for the Institution from the sale of souvenirs, the champagne draw and the regional car draw.



The two 'horrors' pictured above were snapped at the Lawford Fun Day on 13 June, which was flag day for the Mistley and Manningtree Branch in Essex. During the branch's lifeboat week, £1,458.08 was collected, an increase on the 1991 total.

As for the horrors, they're pussy cats really - and just to prove it, they are sporting 'Lifeboat Day' stickers! Photo The Harwich and Manningtree Standard

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

THE PEOPLE of Littlehampton and Arundel have beaten their own record for generosity during Littlehampton lifeboat week - the total this year reached £1,410, £130 up on last year.

HEXHAM LADIES guild enjoyed a four-hour evening cruise on the River Tyne in July. Supper was provided for the 200 people aboard *The Catherine* and a local jazz band provided the entertainment. The result - an impressive £2,800 for lifeboat funds.

BARRY LININ, landlord of Felixstowe's Ferry Boat Inn, presented a cheque for £255 to the local branch from a fun day/quiz night which Barry hopes to make an annual event.

NAILSEA & District branch, formed in May after a successful open film evening, has already raised £3,000. The enthusiastic committee quickly arranged flag week and put the RNLI firmly on the map by netting a fantastic £2,040 at its first attempt.

AUGHTON branch held a July marquee luncheon, raising £1,036. The branch was given the use of a wedding marquee for the event at the home of Mr and Mrs Tyver. The committee organised the catering for some 140 people.

SEVEN LADIES darts teams from the Wantage area were presented with commemorative plates for their part in a sponsored darts marathon organised by Wantage branch earlier this year. £1,530 was raised.

FRECKLETON branch celebrated its 21st anniversary this year with a wine and cheese evening in the village hall. Several local firms sponsored the event and donated the raffle prizes and £1,000 was raised for branch funds.

ROUND TABLES Terry Cooper and Tony Cross travelled for seven days from John O'Groats to Lands End on a vintage motorbike and raised £2,930. The cheque was presented by the Round Table's Oxford area chairman to Michael Treweeke, chairman of Windrush Valley branch - the nearest branch to the owner of the motor cycle!

And finally...

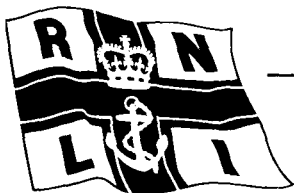
Charles Gay of Newhaven Boatman's Society writes: 'Some 20 years ago, at a local angling club weigh-in which had attracted huge crowds, I was passing round the RNLI collecting box which was filling nicely. I came to two very elderly ladies, clearly twins, and asked if they would care to contribute to the maintenance of the Newhaven lifeboat.'

The one lady turned to her companion and said, 'I don't think we will ever want the lifeboat'. Her twin replied, 'No - and it doesn't look very safe to me anyway!'

The Fundraisers

The final date for copy to appear in this section of the Winter 92/93

ISSUE OF THE LIFEBOAT IS
28 October 1992



Membership News

Governors • Shoreline • Storm Force

Can you help?

A message from Corporate Fundraising Manager **Barbara Trousdell:**

Do you have a few hours to spare for a couple of weeks a year? Would you like to become involved in making sure local promotions in aid of the Institution run smoothly? If the answer is yes, read on...!

As you may be aware, the RNLI benefits from joint promotions run with companies such as Volvo, Martell and Frizzell, amongst many others. Typical examples of promotional activities that already take place are pub quizzes and lotteries, and collections outside local supermarkets.

I am now compiling a register of volunteers willing to give up a few hours of their time for perhaps a couple of weeks at a time to assist with similar corporate promotions in their local area.

A whole range of activities may be involved, but typically you may be asked by corporate fundraising staff to co-ordinate local events, liaise with the local offices of national businesses or retail outlets, or represent the RNLI.

If you think you would like to be included on the register, please write to me at HQ, giving the following information. I will then send you further details:

- your full name (please print),
- your address and postcode,
- a daytime telephone number,
- an evening telephone number, and
- your membership number, if you have one.

Your help will be greatly appreciated.

Barbara Trousdell

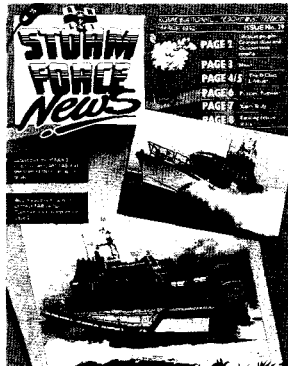
Citizens of the future

Fifteen-year-old Jamie Gaskarth in his article *As The Young See Us* on page 257 recognises the importance of educating our 'young citizens' early in the work and nature of the lifeboat service.

If the younger generation can be encouraged to take an interest in the work of the Institution at an early age, this will surely help determine their attitude to the lifeboat service in the future.

After all, today's younger generation are tomorrow's members and supporters.

But what will it be that



motivates their support for the RNLI - their admiration for the lifeboat crews or their interest in watersports, perhaps?

To unravel some of the answers, the RNLI has asked a specialist researcher to investigate the

attitudes of young people to the RNLI. The findings will help to ensure that the RNLI remains well supported in the future.

What we do know is that our junior club 'Storm Force' is a fun way of introducing young people to the work of the RNLI.

And many Storm Force members will go on to participate in the adult membership scheme.

So why not set the ball rolling for one youngster? If you know someone under 16 who would enjoy a Christmas gift with a difference, why not complete the coupon below?

Moral support

The transition to the new Membership subscription rates is now well and truly underway. Members have responded magnificently and you deserve our warmest thanks on behalf of the crews who so generously support.

We like to think that membership of the RNLI is something special. As an RNLI member, you are part of a close fraternity - one built on commitment, dedication, courage and, above all, self-sacrifice.

Your generous financial support provides the means that enable the lifeboat crews to save lives.

But your moral support is equally vital. In the mildest of conditions to the most foul, lifeboat crews on service gain great comfort knowing that 200,000 people are 'with them' in their work.

The dedication of the lifeboatmen and women is matched only by the admiration and commitment of their supporters. *That is something special.*

A Christmas Gift for the Youngsters

Membership of **Storm Force**, for the under 16s, makes an interesting gift for Christmas and birthdays. **Storm Force** members receive a certificate, a colourful newsletter four times a year, as well as badges, stickers and posters to collect.

Membership is £3 for one child for one year.

To enrol, please fill out the form below and send, together with a cheque/PO made payable to RNLI, to:



Storm Force HQ, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Please ensure your form reaches us by 4 December at the latest for delivery in time for Christmas!

Please enrol the following as a member of Storm Force:

Full name.....

Boy/Girl (please indicate) Date of birth.....

Address.....

Postcode.....

Please complete the following message which will be included with the new member's welcome pack:

'This membership is a gift from.....'

If you wish the welcome pack to be sent to a different address, please firmly attach the alternative name and address on a separate sheet. **Note: the address of the new member must be completed above.**

Royal National 
Lifeboat
Institution

Code AJNL2/1

People and Places

around and about the RNLI

Obituaries

With deep regret we record the following deaths:

JUNE 1990

Mrs Dorothy Rowson, founder secretary of Wainfleet and District ladies guild from 1962 to 1970 when she held the office of treasurer/secretary until she was elected as president in 1989. Mrs Rowson was awarded a Silver badge in 1980.

DECEMBER 1991

Mrs Joan Jenkins, honorary secretary of Truro branch since 1972. Mrs Jenkins joined the committee in 1971 and from 1972 until her death served as joint honorary secretary with her husband. She was also souvenir secretary and was awarded a Silver badge in 1987.

APRIL 1992

Mrs Pam Hill, chairman of Bristol ladies guild from 1976 to 1982 when she was elected vice president. She was awarded a Silver badge in 1985.

Leslie Aplin, treasurer of Exeter branch from 1950-1963, then treasurer of Exmouth and Budleigh Salterton branch til 1978. He was then elected president and continued as treasurer and organiser of the Exmouth Display Centre until ill-health forced him to retire in 1988. Mr Aplin was awarded a Gold badge in 1973 and was elected an honorary life governor of the Institution in 1986.

Miss Phylis Archibald, president of Ulverston branch. She had served as chairman from 1951 until her election as president in 1991 and was awarded a Silver badge in 1968 and a Gold badge in 1985.

MAY 1992

Mrs D. Knowles-Franks, whose generosity helped to fund the Harwich lifeboat *John Fison* and the Tenby lifeboat *RFA Sir Galahad*.

JUNE 1992

Mrs Peggy Woolley, secretary of Bude ladies guild from 1975 until her death. She was awarded a Silver badge in 1988.

Mrs D.E. Fison, who generously helped to defray the cost of the Harwich lifeboat *John Fison*.

Mrs Lillian Sambrook, chairman of Ashley and Loggerheads ladies guild since 1985, holding the office of secretary from 1977 to 1979.

JULY 1992

John Kennedy, station honorary secretary of Lytham St Annes lifeboat from 1951 to 1976. He was awarded a Gold badge in 1975.

Mrs Violet Anderson, founder member of Fishponds branch in 1957 and committee member since 1969. She was awarded a joint statuette with her husband in 1980 and a Silver badge in 1987.

William Stewart, station honorary secretary of Wick lifeboat from 1980 to 1990. He was awarded a Silver badge in 1990.

George Leith, coxswain of Lerwick lifeboat from 1969 to 1979. He joined the crew in 1949 and served as bowman from 1954 until his appointment as coxswain in 1969. He was awarded a Silver medal in 1972.

Please Note

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

Unfortunately, the decision is necessary because of increasing pressures on space, and we regret that it will therefore no longer be possible to make exceptions to the above policy.

Details of the death of branch and guild members should be passed to the appropriate regional office, which will forward the information to the Editor.

On Station

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

ALL-WEATHER

Workington - Tyne 47-028 (ON 1141)

Sir John Fisher on 8 June 1992.

Peel - Mersey 12-22 (ON 1181) *Ruby Clery* on 10 June 1992.

Swanage - Mersey 12-23 (ON 1182)

Robert Charles Brown on 12 June 1992.

Rhyl - Mersey 12-24 (ON 1183) *Lil Cunningham* on 23 June 1992.

Relief - Mersey 12-25 (ON 1184) *Bingo*

Lifeline on 29 July 1992.

Birthday honours

For their services to the Institution the following were honoured by HM The Queen in her Birthday Honours list:

MBE: Bernard Griffith, president and honorary secretary of Canvey Island branch. Mr Griffith had been flag day organiser from 1954 to 1967 when he was elected honorary secretary, and since 1983 he has also served as president of the branch. He was awarded a Silver badge in 1977 and a Gold badge in 1986.

BEM: John Connell, coxswain of Amble lifeboat from 1972 until his retirement in January this year. He joined the crew in 1953 and was bowman from 1962 to 1967 when he served as second coxswain until 1972, being awarded a vellum in 1970 and a long service badge in 1982. **Robert Douglas**, coxswain of North Sunderland lifeboat from 1971 until his retirement in July this year. He joined the crew in 1957, served as bowman from 1965 to 1967 and was second coxswain until 1971 when he

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:

Anstruther - Second coxswain J.C. Clark, launcher G. Gourlay, crew member J.W. Smith. **Clacton-on-Sea** - Crew members D.C. Mantripp, D.H. Wells. **Courtmacsherry** - Second coxswain J. Crowley, crew member M. McCarthy. **Exmouth** - Assistant mechanic T. Chandler, crew member G.C. Smith. **Fleetwood** - Second coxswain S. Musgrave, crew members D. Bolland, A. Whittaker. **Longhope** - Assistant mechanic J.C. Budge. **Newcastle** - Coxswain F.J. Morgan. **Newquay** - Crew member P.J. Bennetts. **Rhyl** - Mechanic C. Dutton, crew members P.A. Frost, C.J. Quinn. **St Peter Port** - Crew member N.T. Bougourd.

INSHORE

Relief - D425 on 5 March 1992.

Fleetwood - D424 on 7 April 1992.

Relief - D428 on 14 April 1992.

Minehead - D420 on 21 April 1992.

Relief - D430 on 8 May 1992.

Walmer - B589 on 28 May 1992.

Blackpool - D429 on 9 June 1992.

Looe - D355 on 15 June 1992 (for one season's evaluation)

Relief - D433 on 24 June 1992.

Relief - D432 on 24 June 1992.

Clacton-on-Sea - D431 on 1 July 1992.

Port Erin - B515 on 24 July 1992.

Scarborough - D434 on 28 July 1992.

was appointed coxswain. He was awarded a long service badge in 1986. **Trevor England**, coxswain of Padstow lifeboat since 1978. He joined the crew in 1957, was second coxswain from 1969 - 1970 and second coxswain/assistant mechanic from 1970 until his appointment as coxswain. Mr England was awarded a Silver medal in 1977 and a Silver second service clasp in 1979. **Mrs Muriel Tracy**, 30 years service to the Bath and District ladies guild.

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

MBE: Jonathan Ball, principal of the Jonathan Ball Practice. Mr Ball is a member of the Bude lifeboat crew. **Robert Braithwaite**, chairman and managing director, Sunseeker International (Powerboats) Ltd for services to export. **Philip Syms**, director, Flight Refuelling Ltd for services to product design.

Stromness - Coxswain J.M. Flett, mechanic R.S. Taylor, assistant mechanic J. Adam. **The Mumbles** - Crew member N. Spring.

Spry Winnie!

When young Winnie Sowden started raising money for lifeboats in 1927 it was an excuse to get out, have fun and make friends. Little did she think that in 1992, at the age of 93, she would become president of the Hedge End ladies guild.

Mrs Sowden retired as chairman of the guild in 1991 having served in that capacity since 1960 - but Winnie is too valuable to be allowed to quit altogether and has been elected president. She was awarded a Gold badge in 1962 and a bar to the Gold badge in 1982.

PAST...AND...PRESENT

25 years ago

From THE LIFEBOAT of March 1967

Three Bronze Medals for Welsh crew

Three members of the New Quay, Cardiganshire, life-boat crew have been awarded bronze medals for gallantry for the rescue of a boy. One is the coxswain, Winston Evans, another the mechanic, Sydney Fowler. The third is a police sergeant named David Rees, who is the son of a former honorary secretary of the station and a member of the Glamorganshire Constabulary. He happened to be at New Quay on leave at the time and volunteered for service in the life-boat.

A number of boys were missing in the Llwyn Celyn area and the coastguard rescue equipment company were starting a search. Captain Jones alerted Coxswain Evans and the mechanic, Sydney Fowler, telling them to stand by as the life-boat might be needed. At 12.23 the coastguard asked if the life-boat could search from the River Drewy to the Gilfach-yr-Halen area using her searchlight. There was a north-easterly breeze with a choppy sea. Visibility was moderate to good. It was high water. The life-boat *St Albans*, one of the 35 foot 6 ins Liverpool type, was launched and reached the area at 1.10. Coxswain Evans brought the life-boat as close to the cliffs as he could and began a thorough search.

After about half an hour a shout was heard and the searchlight picked out a boy stranded on a ledge about 20 feet up the cliff. Because of the outlying submerged rocks and the backwash from the cliffs Coxswain Evans decided against taking the life-boat in. Yet it was clear that immediate action was needed because the boy seemed to be very distressed. Sydney Fowler and Sergeant David Rees immediately volunteered to swim ashore. The mechanic took the light nylon line with him in case the breeches buoy might be needed. The coxswain then anchored the life-boat as near to the cliffs as was safe.

Although strong swimmers the men had great difficulty in reaching the cliffs through the backwash. Sergeant Rees managed to get a foothold and pushed Mr Fowler on to the lower end of the ledge. The mechanic then secured the nylon rope to a rock and the police sergeant was able to pull himself up on to the ledge. They reached the boy who told them that two of his companions had fallen down the cliff. He refused to move, and some persuasion was needed before the two men could get him into the breeches buoy. He was then hauled to the life-boat where he was kept warm and treated for exposure and shock.

Mr Fowler and Sergeant Rees then began a search for the other boys. They were joined by two members of the Coastguard rescue equipment company named J. Davis and G. Lewis, who managed to bring the Neil Robertson stretcher down.

The two boys were found lying on a small pebble beach at the foot of a steep gully. One was already dead and the other seriously injured. The rescue team strapped the injured boy into a stretcher but he was too badly hurt to be hauled up the cliff.

The mechanic hailed the coxswain and asked if he could bring the life-boat into the beach. Coxswain Evans weighed anchor. The mechanic and police sergeant both waded in and guided the life-boat into the beach where the coxswain was able, with difficulty, to maintain his position by continual use of the engines.

The men put the stretcher with the injured boy and the body aboard the life-boat and then climbed aboard. By this time both Mr Fowler and Sergeant Rees were suffering considerably from cold and they were treated for exposure.

A message was sent asking for a doctor and an ambulance to be waiting and the life-boat made for New Quay. Captain Jones arranged for a local boat to take out a doctor and a nurse in order to reduce delay, as there was then little water in the harbour. The life-boat arrived off the harbour at 2.30 in the morning and the injured boy was put into the small boat, but he died before reaching the quay. The rescued boy was landed and taken to the police station. The life-boat anchored in the outer harbour and was rehoused at 11.10. She suffered only superficial damage to the paintwork round the bow.

Certificates recording their part in the service have been issued to the other members of the life-boat crew.

Today's lifeboatmen



Dave Kennett is coxswain of the Yarmouth lifeboat. Having joined the crew in 1968, he served as second coxswain from 1969 until his appointment as coxswain/mechanic in 1971. Since 1979, Dave has been the station's full-time coxswain.

In 1975 he was awarded a Silver medal for the rescue of the crew of five of the yacht *Chayka of Ardgor* which was in difficulties approximately 14 miles south of The Needles in a northerly Storm Force wind, a very rough confused sea, a heavy swell and torrential rain.

During 1990 he was awarded a Bronze medal for exemplary boathandling skills and seamanship in a joint service with the Swanage lifeboat when two members of the crew were rescued from the RoRo cargo vessel *Al Kwather* which was in difficulties some three miles south of Peveril Point in a westerly storm force wind and a heavy breaking sea on 28/29 October 1989.

Facts and Figures

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

- The RNLI's lifeboats have been launched 2,362 times (an average of more than 10 launches a day)
- 583 lives have been saved (an average of more than two each day)
- Four per cent of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 55 per cent of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 269 lifeboats on station, with a further 105 in the relief fleet.
- To 21 August 1992, 122,025 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	-	£650,000
Fast Afloat Boat 4	-	£900,000*
Fast Afloat Boat 3	-	£1,200,000*

*Estimates based on prototypes, production costs may differ

LIFEBOAT SERVICES

- Aberdeen**, Grampian
54ft Arun ON 1050: April 8
D class: May 21
- Aberdovey**, Gwynedd
Atlantic 21: March 11, 25, April 25, May 23 (twice), 26 (twice) and 27
- Abersoch**, Gwynedd
Atlantic 21: May 2 and 3
- Aberystwyth**, Dyfed
C class: May 26 (twice)
- Aldeburgh**, Suffolk
Relief 37ft 6in Rother ON 1064: May 25
D class: March 12
- Alderney**, Channel Islands
44ft Waveney ON 1045: March 26, April 25 & May 17
- Amble**, Northumberland
44ft Waveney ON 1004: April 1
D class: March 22, 23, April 1 and May 1
- Angle**, Dyfed
47ft Tyne ON 1114: March 25, April 12, May 7, 29 & 31
- Anstruther**, Fife
12m Mersey ON 1174: April 8 and 11
- Appledore**, North Devon
Atlantic 21: March 13 and April 13
- Arbroath**, Tayside
37ft 6in Rother ON 1054: April 27 and May 27
- Arran (Lamlash)**, Strathclyde
C class: April 3, 17 and May 31
- Arranmore**, Co Donegal
47ft Tyne ON 1111: March 3, 7, 9 and 24
Relief 47ft Tyne ON 1115: April 4, May 17, 18 and 28
- Atlantic College (St Donat's Castle)**, S. Glam.
Atlantic 21: May 18
- Ballycotton**, Co Cork
52ft Arun ON 1067: April 5 and May 19
- Baltimore**, Co Cork
47ft Tyne ON 1137: April 13, 23, 26, May 8, 10, 11, 16, 17 and 30
- Ballyglass**, Co Mayo
52ft Arun ON 1159: March 30 and May 5
- Bangor**, Co Down
Atlantic 21: April 12, 18, 25, 26 (twice), May 20 and 27
- Barmouth**, Gwynedd
37ft 6in Rother ON 1063: May 28
D class: May 23, 26 and 27 (three times)
- Barra Island**, Western Isles
52ft Arun ON 1143: March 24, 25, 31, April 9, May 21
- Barrow**, Cumbria
47ft Tyne ON 1117: March 19, 20, April 17, May 26, 27 (twice) and 29 (twice)
D class: April 22, May 22, 24, 25 and 27
- Barry Dock**, South Glamorgan
Relief 52ft Arun ON 1071: March 21, April 30, May 9 (three times), 17, 24, 26, 28 and 29
- Beaumaris**, Gwynedd
Atlantic 21: March 5, 27, April 12, 24, 25, May 2 (twice), 3, 9, 16, 17, 24, 26, 27 and 28
- Bembridge**, Isle of Wight
47ft Tyne ON 1126: Apr. 11, 12, 18, May 16 & 31
D class: April 11 and May 24
- Blackpool**, Lancashire
D class: March 1, 20 (twice), April 17, 24, May 20 (three times) and 24 (three times)
- Blyth**, Northumberland
44ft Waveney ON 1079: April 5, May 20, 23 & 29
D class: May 10 and 23
- Borth**, Dyfed
D class: May 23, 24, 26 and 28
- Bridlington**, Humberside
12m Mersey ON 1124: April 2, 15, 17, 25 (twice) and May 23
D class: April 19, 25, May 3 and 26
- Brighton**, East Sussex
Atlantic 21: March 8, 16, 22, 23, April 12, May 14, 16 (three times), 17, 26 (twice), 27 (three times), 28 and 31 (three times)
- Broughty Ferry (Dundee)**, Tayside
52ft Arun ON 1056: April 18
D class: April 2, 18, 21, May 3, 15, 17, 29 (twice) & 30
- Buckie**, Grampian
52ft Arun ON 1093: May 31
- Bude**, Cornwall
D class: April 19 (twice), 21 and May 9
- Burnham-on-Crouch**, Essex
D class: March 3
- Burry Port**, Dyfed
D class: April 14, May 17, 25 and 27
- Calshot**, Hampshire
33ft Brede ON 1104: March 13 and 15
- Campbeltown**, Strathclyde
52ft Arun ON 1059: March 24 and April 26
Relief 52ft Arun ON 1108: May 16
- Cardigan**, Dyfed
C class: March 7
- Clacton-on-Sea**, Essex
Atlantic 21: March 18, April 12 (three times), May 9, 16, 19 (twice) and 23 (twice)
D class: May 18
- Cleethorpes**, Humberside
D class: April 16, May 24 and 31
- Clifden**, Co Galway
C class: April 26
- Courtown**, Co Wexford
D class: April 27 and May 24
- Criccieth**, Gwynedd
C class: May 2, 26, 27 (twice) and 28 (3 times)
- Cromer**, Norfolk
D class: May 19 and 25
- Cullercoats**, Tyne and Wear
Atlantic 21: April 24 and May 23
- Donaghadee**, Co Down
Relief 52ft Arun ON 1150: Mar. 17, Apr. 24 & 27
52ft Arun ON 1107: May 22
- Douglas**, Isle of Man
47ft Tyne ON 1147: April 12 and May 22
- Dover**, Kent
50ft Thames ON 1031: April 5 (twice)
Relief 52ft Arun ON 1081: May 8, 9, 25 and 31 (twice)
- Dunbar**, Lothian
Relief 48ft 6in Solent ON 1020: March 10
Relief 48ft 6in Solent ON 1019: Apr. 7, May 24
D class: May 3 and 24
- Dungeness**, Kent
37ft 6in Rother ON 1048: March 20, 28, April 6, 11, 19 and May 28
- Dun Laoghaire**, Co Dublin
Relief 44ft Waveney ON 1036: April 15, May 21 and 28
D class: March 9, April 15, 17 and 29
- Eastbourne**, East Sussex
37ft 6in Rother ON 1055: April 16, 26, 27, May 13 (twice) and 23
D class: March 15, April 12, 18, 20, 23 (three times), May 3, 8 (twice), 17, 25 and 31
- Exmouth**, South Devon
33ft Brede ON 1088: April 8, 14, 20, May 1, 9, 14 and 17
D class: March 26, April 20, 26 (twice), May 2 (twice) and 18
- Eyemouth**, Borders
44ft Waveney ON 1026: March 31 and May 7
- Falmouth**, Cornwall
52ft Arun ON 1058: March 29, April 12, 26, May 5, 25
Atlantic 21: March 29 (twice), April 4, 9, 12, 17, May 7 and 26
- Filey**, North Yorkshire
12m Mersey ON 1170: March 1 (twice), 21, April 8, 25
D class: April 7, 18, 19, 25 and May 10
- Flamborough**, Humberside
37ft Oakley ON 972: March 7 and 21
- Fleetwood**, Lancashire
47ft Tyne ON 1156: March 20 (three times), 21, April 5, May 11 and 26
D class: March 20, April 5, May 20 (twice) and 26 (twice)
- Fowey**, Cornwall
44ft Waveney ON 1028: May 2, 4 & 17 (twice)
- Fraserburgh**, Grampian
47ft Tyne ON 1109: April 19
- Galway Bay**, Co Galway
52ft Arun ON 1118: March 2, 29, April 11, 24, 28, May 1, 16 (three times) and 24
- Girvan**, Strathclyde
Relief 33ft Brede ON 1105: March 16, 24, May 10, 23 and 29
- Great Yarmouth and Gorleston**, Norfolk
44ft Waveney ON 1065: May 6
Atlantic 21: March 10, April 6, 10 and 29
- Hartlepool**, Cleveland
44ft Waveney ON 1044: April 4
Relief 44ft Waveney ON 1001: April 7, May 23
Atlantic 21: May 23
- Harwich**, Essex
44ft Waveney ON 1060: May 16 (twice) and 28
Atlantic 21: March 9, 21 (twice), April 22 (twice), 23, May 9, 16 and 26 (twice)
- Hastings**, East Sussex
12m Mersey ON 1125: March 30 (twice), April 5, 15 and 26
D class: March 27 (twice), April 1, May 15, 17, 24, 27 and 31
- Hayling Island**, Hampshire
Atlantic 21: March 5, 22, April 13, 17, 24, May 13, 16, 24, 25, 27, 29 and 31 (twice)
- Helensburgh**, Strathclyde
Atlantic 21: March 2, 6, 17 (three times), 22, April 5, 17 (twice), 18, May 3, 4 and 11 (3 times)
- Holyhead**, Gwynedd
47ft Tyne ON 1095: March 3, April 2, May 5, 20, 23, 26 and 29
D class: May 23
- Horton and Port Eynon**, West Glamorgan
D class: April 18, 19, May 9, 17 and 27
- Howth**, Co Dublin
52ft Arun ON 1113: April 4 and May 10
Relief 52ft Arun ON 1150: May 27, 28, 30 & 31
D class: May 31
- Hoylelake**, Merseyside
12m Mersey ON 1163: May 26
- Humber**, Humberside
52ft Arun ON 1123: March 3, 12, 17, 22, May 5, 9, 29, 30 (three times) and 31
- Hunstanton**, Norfolk
Atlantic 21: March 9, April 7, May 16 (twice), 18, 19, 26 (twice), 27 and 30
- Ilfracombe**, North Devon
12m Mersey ON 1165: May 3 and 27
D class: April 6, 19, 28 and May 3
- Inshore Lifeboat Centre**, Cowes Base
Atlantic 21: May 27
- Invergordon**, Highland
Relief 44ft Waveney ON 1034: May 1 and 5
44ft Waveney ON 1033: May 10 and 17 (3 times)
- Islay**, Strathclyde
50ft Thames ON 1032: March 3, 4, April 4, 26, May 25 and 28
- Kilmore Quay**, Co Wexford
Relief 37ft Oakley ON 976: May 15
- Kinghorn**, Fife
C class: April 18 (twice)
- Kippford**, Dumfries and Galloway
D class: May 24
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: March 15, April 9 and 21
- Kirkwall**, Orkney
Relief 52ft Arun ON 1103: March 5, 14 (twice) and 17
- Kilkeel**, Co Down
D class: May 7
Atlantic 21: May 7
- Largs**, Strathclyde
Atlantic 21: March 1, 22 (twice), April 5, 14, 15, 21, 25, May 2, 4, 19, 23, 24, 26 (twice), 27, 28, 30 and 31
- Lerwick**, Shetland
Relief 52ft Arun ON 1062: April 20
- Little and Broad Haven**, Dyfed
D class: May 25
- The Lizard**, Cornwall
47ft Tyne ON 1145: March 31, May 2 and 22
- Llandudno (Orme's Head)**, Gwynedd
12m Mersey ON 1164: April 3, May 14 and 23
D class: April 3, 19, May 14, 15 (twice), 16, 18 and 23
- Lochinver**, Highland
Relief 52ft Arun ON 1144: March 30
- Lough Swilly (Buncrana)**, Co Donegal
D class: May 14
- Lowestoft**, Suffolk
Relief 47ft Tyne ON 1122: March 16, 17 and 30 (twice)
- Lyme Regis**, Dorset
Atlantic 21: March 8, April 30 and May 9
- Lymington**, Hampshire
Atlantic 21: March 15, April 19 and May 26
Atlantic 22: May 3
- Lytham St Annes**, Lancashire
47ft Tyne ON 1155: March 21, April 12, 30, May 20 (twice), 24 (twice) and 28
D class: March 8, April 5, 20, 30, May 20 (twice) and 24 (three times)
- Mablethorpe**, Lincolnshire
D class: April 12, May 4, 14, 27 and 31
- Mallaig**, Highland
52ft Arun ON 1078: March 16 (twice), April 9, 10 (twice), 16, 28, May 2, 3, 26 and 28

MARCH, APRIL AND MAY 1992

Margate, Kent

12m Mersey ON 1177: May 11 and 23
D class: March 4, April 5, 11, 13, 19, 20, May 13, 21, 22 and 23

Marazion, Cornwall

D class: May 17 and 31

Minehead, Somerset

Atlantic 21: April 21 and May 23

Moelfre, Gwynedd

Relief 47ft Tyne ON 1146: March 21 (twice) & April 17
D class: March 21 (twice), April 11, 17, 18, 21, May 17

Montrose, Tayside

47ft Tyne ON 1152: March 6

Morecambe, Lancashire

D class: May 11 and 24

Mudford, Dorset

Atlantic 21: March 19, April 4, 10, 12, 13, 16, May 2, 23 and 25

The Mumbles, West Glamorgan

47ft Tyne ON 1096: March 15 (twice), 20, 28, April 11 (twice), May 9, 23, 24 and 31

D class: April 3, 17, 19 and May 23

Newbiggin, Northumberland

Atlantic 21: March 3, 25 and April 27

New Brighton, Merseyside

Atlantic 21: April 2, 13, 20, 22, May 16 and 31

Newcastle, Co Down

37ft Oakley ON 974: May 7

Newhaven, East Sussex

52ft Arun ON 1106: March 9, April 3, 10, 14, 19, 26, 30 and May 31 (three times)

Newquay, Cornwall

C class: March 19, April 23, May 13 and 23

New Quay, Dyfed

12m Mersey ON 1172: May 28

D class: April 12, 18, May 5, 18, 23 and 25

North Berwick, Lothian

D class: May 3

North Sunderland, Northumberland

12m Mersey ON 1173: April 13, 20, May 9 and 31

D class: April 20, May 2 and 9

Oban, Strathclyde

33ft Brede ON 1102: March 1, 12, 17, April 9, 12, 18, 26, May 3, 4, 7 (twice), 16, 18 and 25

Padstow, Cornwall

47ft Tyne ON 1094: March 16, April 7, 12, 18, 24, 25, 30 and May 17

Peel, Isle of Man

12m Mersey ON 1181: May 31

Atlantic 21: May 11 and 24 (four times)

Penarth, South Glamorgan

D class: March 8, 17, April 29, May 3, 15, 16, 17 and 29 (twice)

Penlee, Cornwall

52ft Arun ON 1085: April 12

Peterhead, Grampian

47ft Tyne ON 1127: April 6, 14 and 25

Plymouth, South Devon

52ft Arun ON 1136: March 21, April 5 (twice), 13, 17, 18, 30, May 12 and 25

Poole, Dorset

33ft Brede ON 1089: March 22, 23, 24, April 1, 2, 12 (twice), 25 and 26

Relief 33ft Brede ON 1090: May 13, 23 (twice) and 25

Boston Whaler: March 23, 24 (twice), April 1, 7, 12 (three times), 16, 25, May 1, 13, 17, 21, 23, 26 and 27

Port Erin, Isle of Man

Relief 37ft 6in Rother ON 1047: May 1, 3 and 28

Porthcawl, Mid Glamorgan

D class: March 15, May 2, 4, 9, 18 and 23 (twice)

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: May 11 and 28

Port Isaac, Cornwall

D class: April 16, 18 (twice), May 17, 24, 25 & 30

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: March 1 and May 24

Portree, Isle of Skye

44ft Waveney ON 1042: March 21, 27, May 22 and 25

Portrush, Co Antrim

52ft Arun ON 1070: April 3, 21, 28, May 15, 22 (twice), 26 and 27

Portsmouth (Langstone Harbour), Hants

D class: March 9, 22, April 12 (twice), 30 and May 3

Atlantic 21: March 4, April 12, 30, May 3, 8, 20 and 30

Port Talbot, West Glamorgan

D class: May 10

Pwllheli, Gwynedd

12m Mersey ON 1168: April 22

D class: April 19 and May 2

Queensferry, Lothian

Atlantic 21: March 22, 29, April 18 (twice), 20, 30, May 4, 10 (twice), 16, 17, 18 (three times), 19 and 21

Ramsey, Isle of Man

12m Mersey ON 1171: May 16

Ramsgate, Kent

47ft Tyne ON 1154: March 3 and 27

Atlantic 21: March 29

Red Bay, Co Antrim

C class: March 17 and April 12

Redcar, Cleveland

Atlantic 21: April 6, 11, 12, May 8, 19, 21 & 27

D class: April 12, 19, May 16, 21 and 27

Rhyl, Clwyd

Relief 37ft 6in Rother ON 1000: April 2 (twice)

Relief 37ft 6in Rother ON 1022: May 15

D class: March 22, 29, April 18, May 24 & 25

Rosslare Harbour, Co Wexford

52ft Arun ON 1092: April 18

Rye Harbour, East Sussex

C class: March 15, 29, 30, May 17, 25, 26 and 27

St Abbs, Borders

Atlantic 21: April 4, 21 and May 18

St Agnes, Cornwall

D class: April 10 and May 11

St Bees, Cumbria

C class: April 25

St Catherine, Channel Islands

Atlantic 21: March 27, April 16 and May 16

St David's, Dyfed

47ft Tyne ON 1139: March 17, April 3, 4, May 2 and 7

St Helier, Channel Islands

47ft Tyne ON 1157: March 27, April 25 and May 31

St Ives, Cornwall

12m Mersey ON 1167: March 10, May 10 and 13

C class: April 13, 18 and 20

St Mary's, Isles of Scilly

52ft Arun ON 1073: May 15

St Peter Port, Channel Islands

52ft Arun ON 1025: March 18, 25, 26, April 7, 12, 14, 25 and May 2

Salcombe, South Devon

47ft Tyne ON 1130: March 28

Relief 47ft Tyne ON 1142: April 7, 15, 24 and May 9

Scarborough, North Yorkshire

12m Mersey ON 1175: March 26, 30, April 15, May 13, 16 and 20

Relief 12m Mersey ON 1169: May 24

D class: April 26 and May 6

Selsey, West Sussex

47ft Tyne ON 1074: March 2, May 25, 27 (twice) & 28

D class: April 20, May 10, 16, 25 and 28

Sennen Cove, Cornwall

12m Mersey ON 1176: May 10, 16, 26, 27 and 29

Sheerness, Kent

44ft Waveney ON 1027: April 5, 12, 15 and 16

Relief 44ft Waveney 1002: May 9, 25, 26 (twice) and 31

D class: March 29 (three times), April 16, 20, 22, 23, 26 (twice), May 16, 21, 26 (twice) and 27

Sheringham, Norfolk

Relief 37ft Oakley ON 986: March 19 and 23

Shoreham Harbour, West Sussex

47ft Tyne ON 1158: March 29 and April 30

Skegness, Lincolnshire

12m Mersey ON 1166: May 18 and 30

D class: April 18, 26 and May 25

Skerries, Co Dublin

D class: April 16, May 3, 28, 30 (twice) and 31

Southend-on-Sea, Essex

D class: March 8, 21 (twice), 22, 26, April 13, 18, 25 and May 7

Atlantic 21: March 22, April 8, 11, 13, 15, 18, 29, May 2, 4 (twice), 6, 9 and 17 (twice)

Southwold, Suffolk

Atlantic 21: March 30 and April 17

Staithe and Runswick, North Yorkshire

Atlantic 21: March 22 and May 19

Stornoway (Lewis), Western Isles

Relief 52ft Arun ON 1108: March 13

52ft Arun ON 1098: May 4

Sunderland, Tyne and Wear

44ft Waveney ON 1043: March 11 and April 19 (twice)

D class: April 5, 8, 13, 17, 19, 20, 27, May 13, 15 and 26

Swanage, Dorset

Relief 37ft 6in Rother ON 1024: March 7, April 11 (twice), 19 and May 16

Teesmouth, Cleveland

47ft Tyne ON 1110: March 28, May 9, 16 (twice), 19 and 21

Teignmouth, South Devon

Atlantic 21: March 18, 21, April 17, 20, 25, 26, May 1

Tenby, Dyfed

47ft Tyne ON 1112: March 26, 30, April 11 and May 20

D class: March 22, April 13, May 14, 18, 24 and 27

Thurso, Highland

52ft Arun ON 1149: March 7, April 9 and 14

Tighnabruaich, Strathclyde

D class: April 26 (twice)

Tobermory, Strathclyde

54ft Arun ON 1052: March 12, April 5, May 2 and 16

Torbay, South Devon

54ft Arun ON 1037: March 15, 18, 22, 29, April 2, 12, 26 (three times), 28, May 1, 10, 17 and 23

D class: March 7, 10, 19, 29, April 4, 12, May 20 and 23 (twice)

Trearddur Bay, Gwynedd

D class: May 16, 24 (twice), 26 (twice) and 28 (twice)

Troon, Strathclyde

52ft Arun ON 1134: March 3, April 1, 18, 22, May 2, 16, 22, 23 (twice) and 27

Tynemouth, Tyne and Wear

52ft Arun ON 1061: March 18

D class: March 22

Walmer, Kent

Atlantic 21: May 9 and 18

D class: May 17 and 26

Walton and Frinton, Essex

48ft 6in Solent ON 1012: April 12 (twice)

Wells, Norfolk

12m Mersey ON 1161: April 2, May 28 and 29

D class: May 3 (twice)

West Kirby, Merseyside

D class: March 1, 24, May 1, 3 and 17

West Mersea, Essex

Atlantic 21: March 1, 21, 22, 29, April 13, 17, 21, May 1, 3, 4, 9 (twice), 10, 19, 24, 27 and 30 (twice)

Weston-super-Mare, Avon

Atlantic 21: March 19, April 14, 25 and May 9 (3 times)

D class: April 18 and May 9

Weymouth, Dorset

54ft Arun ON 1049: April 13, May 1 and 18

Whitby, North Yorkshire

47ft Tyne ON 1131: March 5, April 5, 14, 18, May 17, 20 (four times) and 23

D class: May 20

Whitstable, Kent

Atlantic 21: March 28, April 19, 24 (twice), May 1, 7 (twice), 9, 11, 20, 24 and 31

Wick, Highland

47ft Tyne ON 1121: March 6, 14, April 14, 18 & May 11

Wicklow, Co Wicklow

47ft Tyne ON 1153: March 29, April 25, May 14 and 21

Withernsea, Humberside

D class: April 24, May 1, 4 and 5

Workington, Cumbria

48ft 6in Solent ON 1021: May 11 and 29

Yarmouth, Isle of Wight

52ft Arun ON 1053: March 2, 13 (twice) and 29

Relief 52ft Arun ON 1086: April 29, May 2, 22 and 30 (twice)

Youghal, Co Cork

Atlantic 21: April 21, May 11 and 17

Lifeboats on Passage

Arun ON 1086: March 9 and April 4

Arun ON 1059: May 23

Lifeboat Services

March, April and May 1992

The services listed are those for which returns had been received at Headquarters by 1 August 1992. There may be additional services for which returns had not been received by that date.

Bookshelf

some recent publications reviewed

THE SPICE OF LIFE

by 'Albert'

Published by Harvey Press, 23/20 Royal Hospital, London SW3 4SR at £10 (plus £1 p&p) ISBN 0 9517513 01

'Albert' is one of the dedicated band of pensioners from the Royal Hospital, Chelsea who collect thousands of pounds for the RNLI at the London Boat Show every January.

There's much more to mild-mannered Albert than one might guess, as his autobiography reveals. From his earliest memories in a Norfolk children's home during World War I, Albert guides us through his early years and then service in the Royal Army Service Corps in an easy-going, chatty style. We hear of his experiences overseas and his activities since donning the famous Chelsea scarlet, including a trip on Selsey lifeboat in 1985 ('It's much better than a tank transporter!').

Albert's life has been a patchwork of colourful episodes, happy and sad, but the overall result is a fascinating insight into the times of an extraordinary 'ordinary' man.

A SHIP TOO FAR

The mystery of the *Derbyshire* by Dave Ramwell & Tim Madge
Published by Hodder & Stoughton at £14.99

ISBN 0 340 56997 2

Twelve years ago the *Derbyshire*, the largest ship ever lost to the UK register, sank off the coast of Japan in a tropical typhoon she should theoretically have survived with ease.

Now Tim Madge and Dave Ramwell reopen this mysterious case and explore the events which led to the tragedy.

The book investigates the 'Frame 65' theory, which proposes the possibility that flaws in the ship's production and the use of inappropriate mate-

rials might have caused its downfall, contrary to the government-recognised reason of 'human error'.

This book, with the aid of meticulous research, endeavours to find out what really caused the *Derbyshire* to sink with the loss of more than 40 lives and why no formal inquiry was ever convened.

STORM WARRIOR

The turbulent life of Henry Freeman

by Ian Minter and Ray Shill
Published by Heartland Press
ISBN 0 9517755 0 2

From his birth in 1835 to his death in 1904 Henry Freeman's life seemed entwined with the lifeboat service and the fishermen of Whitby, where he lived.

At 25, he took part in the rescue of the crews of five ships, before becoming the only survivor of an ill-fated rescue mission to save the crew of the schooner *The Merchant*. It claimed the lives of 12 of his fellow crew members.

This book chronicles important occasions in the life of an heroic and enigmatic character. It provides an interesting and informative read which details Henry Freeman's struggle against both bureaucracy and the elements.

RNLI LIFEBOAT LYME REGIS

Edited by T.K. Faragher
Available from the chairman, Lyme Regis Guild, 9 Springhill Gardens, Lyme Regis, Dorset DT7 3HL at £3.99 (+£1.31 p&p)
ISBN 0 9519803 0 0

Twenty five years after the town's lifeboat station reopened, the local guild has produced a book, which the RNLI's Director Brian Miles describes in his foreword as being 'full of local interest as well as [having] a strong lifeboat theme'.

Chapters include 'The Story of the Lyme Regis Lifeboats', 'Lifeboat Week and Fundraising' and 'Lyme Regis and The Sea'. All proceeds go to the Lyme Regis Guild.

HEROES ALL!

The story of the RNLI

by Alec Beilby

Foreword by RNLI Chairman Michael Vernon

Published by Patrick Stephens Ltd at £14.99

ISBN 1 85260 419 0

A year's research - and visits to more than 130 lifeboat stations - has culminated in this comprehensive story of the RNLI, as it was in the early days, through the war years and as it is today, with chapters on the crews, the fundraisers and 'behind the scenes' at the Poole HQ and depot.

Mr Beilby dedicates half this book to a station-by-station account of the lifeboat

service and the crews, recognising that each station has its own amusing or sad story to tell and illustrating that the calls upon a lifeboatman's skills will always be diverse and unpredictable.

The author, himself closely involved with the sea nearly all his life, presents the Institution from the point of view of an 'independent observer', and *Heroes All* reflects the enthusiasm, dedication and courage of the men and women of the lifeboat service, all of whom the author clearly greatly admires.

A contribution of 50p is made to the RNLI with every copy sold.

TOTAL LOSS

by Jack H. Coote

Published by Adlard Coles Nautical at £9.99

ISBN 0-7136-3613-0

The very words 'total loss' are enough to send a shiver down the spine of anyone who goes to sea - and after reading Jack Coote's excellent compilation of first-hand account of the loss of some 40 yachts that shiver turns to a shudder.

The author says in his preface 'This is not a pessimistic book...' and despite its contents it is not. It is sobering reading, but from its pages the average sailor may learn much from the experience of others who have survived the trauma of losing a vessel, whether in mid-ocean or approaching Poole Harbour - just two of the incidents related in detail in this interesting volume.

THE LINE OF BATTLE

The Sailing Warship 1650-1840

Editor Brian Lavery

Published by Conway Maritime Press at £28

ISBN 0 85177 561 6

This, the second volume of Conway's *The History of the Ship* makes fascinating reading for anyone with an interest in the history of sailing ships and in particular the fighting ship. With Dr Basil Greenhill as consultant editor and contributions from other experts in various fields one feels that it can be trusted to be as accurate as modern research allows. A beautifully produced and well-illustrated book covering a fascinating period in the evolution of the fighting sailing ship, sure to find a home on many a bookshelf

The following booklets have been received from author Jeff Morris, honorary archivist of the Lifeboat Enthusiasts Society and are available as indicated. Prices include post and packing.

The Story of the Scarborough Lifeboats, from Mr G. Exley, Flat 3, Dentdale Manor, 56 Lowdale Avenue, Scarborough at £2.35.

The Story of the Torbay Lifeboats, from Mr R. Littlewood, 95 Berry Head Road, Brixham, Devon TQ5 9AG at £2.40.

The Story of the Ilfracombe Lifeboats, from Mrs Jean Boyles, 3 Victoria Road, Ilfracombe, North Devon EX34 9LY at £2.20.

The Story of the Thurso Lifeboats (2nd edition), from Mrs I. Jones, 9 Brimms Road, Thurso, Caithness KW14 7PD at £2.

The History of the Brighton Lifeboats (at £2.25) and **The History of the North Sunderland Lifeboats** (at £2.30) are available from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB.

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

Around the Fundraising Regions

A list of branches and guilds from the South East and North West of England regions

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Dungeness Fundraising Branch
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Ramsgate Fundraising Branch
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Sandwich and District
Sevenoaks and District
Sheerness Branch
Sheerness Guild
Sittingbourne and District
Southborough
Staplehurst and Marden
Sutton at Hone
Swanley and District
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Newhaven Branch
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Pulborough & District
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Rye Harbour
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Rochdale
Romiley
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Rusholme

We are pleased to list branches and guilds from the South East and North West 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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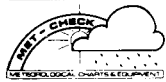
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