

The Lifeboat



Winter 1992/3

Silver Medal Rescue

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Lifeboat Services Around the World



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The Lifeboat

Winter 1992/93

Royal National



Lifeboat
Institution

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Volume 52

Number 522

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COVER PICTURE

by Portsmouth Publishing
and Printing

Calshot's Brede class lifeboat *Foresters Future* holds station alongside the yacht *Software Mistress* in the Solent while the lifeboat crew prepare to take off an injured crew member.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1993, and news items should be received by 17 February 1993, but earlier if possible.

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

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

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

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

Printed by the Friary Press, Bridport Road,
Dorchester, Dorset



NEWS



NEWS



1993 AGM and Presentation of Awards Important changes

Governors and others wishing to attend the RNLI's 1993 Annual General Meeting and Presentation of Awards should note some important changes to the arrangements, which now differ from previous years.

Newspoint

In Reserve

The financial reserves held by charities came under the media spotlight recently as a result of a television programme on Channel 4.

The programme asked whether it was wrong for charities with large reserves actively to continue campaigning for funds. While the RNLI cannot speak for other charities it is far from ashamed at holding some two years of operational expenditure in reserves, indeed it has publicly stated its aim of maintaining the Institution's reserves at some three years.

The RNLI believes that it would be irresponsible to attempt to operate Britain and Ireland's lifeboat service without knowing that it has the means to carry through its plans to maintain and further improve that service.

In the present financial climate it would be foolish in the extreme to operate on a hand-to-mouth basis, not knowing whether the Institution would be able to replace a lifeboat when planned, to rebuild a slipway when needed or to open an additional lifeboat station where one is required.

A new class of lifeboat can take three years to design, build and evaluate, and such is the level of ability and safety demanded that the new lifeboat can cost well over £1m when it reaches production.

Some viewers may have been led to believe we should not provide for that—the RNLI begs to differ.

This year's meetings will be held on **Tuesday 4 May 1993**, the day following the Spring Bank Holiday. However, due to circumstances beyond the Institution's control both the AGM and the APA will now be held in the main auditorium of the **Royal Festival Hall**. The times of the meetings are unchanged and the AGM will commence at 1130 and the Presentation of Awards at 1430.

Governors should find their application form for both meetings enclosed with this issue of *THE LIFEBOAT*, but any Governor who does not receive a form should contact the AGM office at the address below.

In the past tickets for the APA have carried seat numbers but a significant number of ticket holders have not turned up, resulting in large gaps in better parts of the auditorium.

As a result the main issue of tickets for the 1993 APA will **not** carry individual seat numbers. On arrival supporters and their guests will be able to select suitable seats, other than those reserved for recipients of medals, awards and official guests.

There will be stewards on hand to assist with the seating arrangements.

While the AGM is restricted to Governors of the Institution, the APA is open to all members, supporters and any other interested parties. Tickets are available on a first-come, first-served basis from the AGM office.

All enquires regarding the AGM and the APA should be addressed to: The AGM Office, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Telephone Poole (0202) 671133, extension 297.

FAST AFLOAT BOATS FIRST PRODUCTION BOATS ORDERED CLASS NAMES ANNOUNCED



FAB 3 - New the Severn class

At its meeting on 25 November 1992 the RNLI's Executive Committee formally approved the placing of orders for production versions of the two new Fast Afloat Boats—known until now as FAB 3 and FAB 4.

The 17m FAB 3 will be known as the **Severn** class, and orders have been placed for three hull, deck and superstructure assemblies. The smaller 14m FAB 4 will be known as the **Trent** class, and orders have been placed for four hull, deck and superstructure assemblies. Both of the new classes will have mi-

nor changes from the prototypes—the most obvious visual differences being a slightly smaller wheelhouse on the Severn and the position of the upper steering position on both the Severn and Trent. The prominent hydraulic crane on the Severn, used for launching the inflatable Y boat, is also to be replaced by a 'portable slipway' arrangement similar to that used on the Arun class.

A Press Day for both new classes was due to be held at Poole on 10 December 1992, after this issue had gone to press, and we hope to carry a report and photographs in the Spring issue.

Both Severn and Trent classes have reverted to the familiar orange superstructure, the experimental yellow having proved to have no significant advantage. They will, however, appear with the word 'Lifeboat' on the wheelhouse sides, in the same typeface as the Institution's logo and incorporating the RNLI flag. This should help to reinforce the RNLI's image and further to distinguish lifeboats from other boats in similar liveries.

Whisky Galore!

Every year for the past few years American J. P. Young has made a donation to the RNLI for the specific purpose of making a gift of whisky to lifeboat crews.

Every lifeboat station has now been a beneficiary of Mr Young's donations and the 'second lap' is now well under way with six bottles of Famous Grouse shortly to be delivered to 22 stations in the north of Scotland.

Boat Show 1993

Those who receive their copy of *THE LIFEBOAT* in time might care to visit the London International Boat Show at Earls Court (7 January to 17 January) where the RNLI will be exhibiting a Tyne class, slipway launched lifeboat for the first time. The stand will also incorporate a mock-up of a modern slipway boathouse.



More interest on the RNLI's cash

Ewan Davidson, the Institution's Head of Finance, estimates that £50,000 per annum more interest is being earned on the RNLI's cash balances as a result of the new monthly accounting system for lifeboat stations introduced last year. This allows cash to be centralised earlier and invested in bulk deposits in the London money market. Financial branches and guilds are also being encouraged to centralise cash regularly, at least quarterly.

Another development on the financial side is that all RNLI branches will change their financial year-end in 1993 from 30 September to 31 March. Ewan Davidson comments 'From my discussions with many branches throughout the country, it is clear that for the large majority stock-taking will be less of a task in the early Spring than in the Autumn. Also we expect that the new year-end will save administration costs at HQ, by allowing a smoother workflow throughout the year'.

New name, same aim for retired Watson

Almost exactly two years after she was withdrawn from service the ex-St Davids, Pembrokeshire lifeboat Joseph Soar left Poole with a different name to start another career helping to save lives, still serving the RNLI but in a very different way.

Now owned by the Deputy Chief Constable of Avon and Somerset Police, John Harland, Joseph Soar now known as City of Bristol left by low-loader for Bristol where Mr Harland recommissioned her to begin a two-year programme visiting some 30 maritime events in the docks and along the Severn estuary where she will promote water safety and raise funds for the Institution.

Eventually John Harland will convert the Watson class lifeboat for pleasure use, but in the

President visits Scottish stations



During his visit to Longhope HRH The Duke of Kent met James Adams who retired that week after 28 years service aboard the station's lifeboats.

The President of the RNLI, HRH The Duke of Kent, visited Orkney's three lifeboat stations in October during a visit to Scotland which also took in Aith, Wick and Thurso stations on the mainland.

Arriving in the Orkneys on Monday 12 October, The Duke went first to Kirkwall where he met station and branch officials, the coxswain and crew members and their wives, and members of Orkney's 26 branches. The following day he took a short trip aboard the Longhope lifeboat and also visited Stromness, meeting station officials and crew members at both stations.



City of Bristol lies in the docks of her namesake city after her journey from Poole by low-loader. She will spend two years promoting water safety and raising funds for the RNLI.

meantime City of Bristol will be crewed by volunteers from Avon and Somerset Constabulary in her original condition,

Divisional changes

From 1 November 1992 the two Scottish operational divisions have been combined. A single division known as Scotland Division replaces the separate Scotland South and Scotland North Divisions and includes all stations north of the border.

Les Vipond, formerly Divisional Inspector of Lifeboats for Scotland North now has responsibility for the combined divisions with the assistance of Kiran Nash who assumes responsibility as Deputy Divisional Inspector.

Further changes in divisional areas and names are planned in the light of continually changing lifeboat cover around the coasts.

Top charity's figures

The Charities Aid Foundation published its annual 'league table' of top charities in October, placing the RNLI third with £46.6m in 'raised voluntary income' by the CAF's method of calculation. In first place was the National Trust (£63m) with Oxfam second (£51.5m).

While it is pleasing to know that the RNLI is held in such high esteem and that its fundraisers have been so ef-

fective the actual position in the ranking is, as we have commented before, not the prime consideration. The Institution is committed to providing a first-rate lifeboat service, and the funds it raises are geared to that aim. If we can raise the funds needed to carry out our purpose - which we did - then our objectives are met in full regardless of how the total compares with other charities.

Seafarers' Service



Lifeboatmen from Skegness formed the RNLI's colour party at the Annual National Service for Seafarers at St Paul's Cathedral on 14 October 1992. Coxswain/mechanic Paul Martin, the colour

bearer, escorted by crew members Raymond Chapman (right) and Michael Clark, (left) represented over 4,000 men and women who serve at the Institution's 210 stations around the coast.

Lifeboat Services



LIFEBOAT CREW INJURED AS MIZZEN MAST FALLS

Six survivors snatched from yacht in Force 9 gale and heavy seas

A service to a 50ft yacht by St Peter Port's Arun class lifeboat *Sir William Arnold* in atrocious weather conditions resulted in media headlines throughout the country – and a Silver medal for coxswain Peter Bisson and eight Thanks of the Institution inscribed on Vellum for the members of the crew, two of whom were injured during the rescue.

The crew were: second coxswain John Bougard, mechanic James Youlton, assistant mechanic Keith Martel and crew members Robert Hamon, Philip Martel, Gary Cook, Andrew Le Provost and Vincent Helmot.

Divisional inspector of lifeboats for the South West, John Unwin, remarked in his official report that 'the conditions were extreme... without the coxswain's quick response, skill and bravery when the mizzen came down there would have been more serious injury and possibly loss of life.' He also praised the crew for the excellent way in which they ensured that the service was a success, clearing the decks and transferring the injured crew, then going back to the casualty.

Contact

The 52ft Arun class lifeboat *Sir William Arnold* had first launched at 2350 on 29 August 1992, following a report that another yacht, the 23ft *Whisky Mac*, was in difficulty NE of Guernsey. She headed north-east up the Little Russel (the passage to the east of Guernsey) at full speed in a SSW Force 7 wind, rough seas and poor visibility. However, the lifeboat station's honorary secretary, Captain Tim Spencer, did not believe that the casualty was in the reported position as the only vessel which could contact her was well to the north. Alderney Harbour Office could receive a weak radio signal and asked the yacht to fire a flare at 0030 and then every ten minutes thereafter.

At 0025 Alderney's Waveney class lifeboat, *Louis Marchesi of Round Table*, launched and headed south west down



the Swinge (the western side of the island) in a SSW Force 8, gusting 9. Both lifeboats saw the flares at 0030 and 0040 – establishing that *Whisky Mac* was, in fact, well to the north of Alderney.

At this moment a very broken May-day was received from the 50ft yacht *Sena Sioria*, some 20 miles NW of the Hanois lighthouse, on the south-west tip of Guernsey.

St Peter Port radio asked *Sir William Arnold* to proceed to *Sena Sioria* while Alderney lifeboat handled *Whisky Mac* (see separate story - right).

At 0104 the St Peter Port lifeboat altered course and headed for the new position at full speed, while the SHS telephoned Falmouth coastguard to request helicopter assistance.

At 0150, with the wind now between SSW and SW at Force 7 to 8 gusting Force 9 and running against a 4 knot tide, the lifeboat managed to obtain a DF bearing and arrived on scene 15 minutes later.

The yacht was laying across wind and tide and rolling violently in a very rough sea with a 12ft to 15ft swell and breaking crests.

St Peter Port
SouthWest
Division



St Peter Port •

Although the coxswain, Peter Bisson, knew a helicopter was due in 15 minutes he realised that air-lifting the casualties would be too difficult in view of the conditions and the fact that the yacht's mizzen had split and was flapping wildly and the foresail was shredded. He decided to evacuate the people aboard, approaching the casualty's port quarter to allow the lifeboat crew to snatch the survivors as the lifeboat lay in against her.

Alarm

The coxswain and second coxswain went to the upper steering position while the remainder of the crew with the exception of the mechanic, who manned the radio and told the casualty of the plan of action, went on the foredeck.

At 0215 the coxswain made his first run in and the lifeboat crew managed to get three people aboard before the coxswain had to back off.

The second run was aborted, the position was not right and the steering motor alarm sounded. The mechanic went to the engine room and found the drive belt

Three rescued from yacht in severe gales

The events leading up to Alderney lifeboat's service to the 23ft yacht *Whisky Mac* are recounted in the report of St Peter Port lifeboat's Silver Medal service to the yacht *Sena Sioria* (main story, this page). St Peter Port's Arun was called away to deal with the second yacht when it was established that *Whisky Mac* was well to the north of Alderney (not to the south as she had originally reported).

The Waveney, *Louis Marchesi of Round Table*, was able to obtain a bearing on a flare fired by the yacht at 0040 and set a course to the NW towards her actual position, some 17 miles distant.

With a southerly wind now touching

Injured crew member Gary Cook of the St Peter Port lifeboat is transferred from the RNAS Culdrose helicopter which had air-lifted him to Guernsey. Cook and fellow crew member Vincent Helmot had been injured when the mizzen mast of the casualty fell on the lifeboat's foredeck.
Photo Brian Green



of one motor had burned through, probably because water driving through the starboard engine room air intake had caused it to slip. The mechanic stayed in the engine room, operating the bilge pumps by hand, and at this moment two alternator control boxes and an alternator burnt out, the intake fan filled with water and tripped and the deckhead lining was being washed down.

On the third run the foredeck crew grabbed three more survivors. One jumped for the lifeboat still attached to the yacht by a safety line, but the lifeboat crew held him while one of the yacht's crew unclipped the line.

At this moment, at around 0220, the coxswain saw the mizzen mast begin to fall towards the lifeboat and started to

back away at full power. The mast landed on the foredeck, enveloping his crew in the rigging, which was still attached to the yacht. As the lifeboat backed off at full speed the crew were being dragged forward against stanchions and rails.

Injured

The coxswain could see two of his crew lying on the deck, obviously in great pain, and went ahead again to put the lifeboat back alongside the yacht's quarter while the debris was cleared and the injured tended. All crew members had suffered varying degrees of bruising.

With the foredeck clear the coxswain backed away, handing over to the second coxswain to run slowly down wind while the situation was assessed.

There were still three people aboard

the yacht, but she was not sinking and could wait while the coxswain decided on his next move. Radio contact was established with the helicopter, which was due in ten minutes, and it was decided to air-lift the two injured crew members to hospital. With the coxswain back at the wheel the helicopter began lifting the injured men at 0230 – an extremely hazardous operation with the lifeboat moving violently in the rough seas and one which took a full hour.

At one point the helicopter winchman and crew member Gary Cook (in a stretcher) were attached to the wire when the lifeboat dropped about 15ft into a trough. The winchman somersaulted over the guardrail, clinging on with one hand, and the stretcher and Gary Cook were lifted 15ft into the air before being slammed back onto the foredeck as the lifeboat lifted on the next wave. Despite the immense difficulties morale aboard was high – as crew member Vincent Helmot was taken forward in the stretcher for the second lift, one of the crew shouted to the remaining crew in a 'stage whisper' not to tell him what happened during the first lift, raising a laugh despite the drama.

Jump

The lifeboat stood by as the helicopter left for Guernsey at 0330 and awaited its return at about 0430. The pilot briefed the yacht crew to jump into the water one at a time while the lifeboat laid off ready to illuminate the survivors in the water.

The first lift from the sea took approximately ten minutes as the winchman had difficulty closing with the man in the water but eventually all three men were winched to safety and flown to Guernsey. At 0515 the St Peter Port lifeboat began her passage back to station, which was uneventful except for the water entering the engine room which kept the mechanic below to monitor the situation.

On arrival at St Peter Port harbour the six survivors were taken to hospital for a check up, but there were no injuries except for a possible minor ankle injury.

The lifeboat crew refuelled the lifeboat and took her to the marina for inspection where they all turned-to and cleaned up the mess in the forecabin and aftercabin where the survivors had been violently ill.

The mechanic and assistant mechanic cleaned up the engine room and started repairs and *Sir William Arnold* was off service for just one-and-a-half-hours while the work was carried out.

Crew Member Gary Cook was kept in hospital for 24 hours but both injured men have made a full recovery. The yacht was later located north of Cap de la Hague and towed to Alderney by a fishing vessel.

Alderney South West Division

Force 9 it took the lifeboat until 0159 to reach *Whisky Mac*, where the lifeboat crew first saw her through a rain squall, surfing down a large wave on her beam ends with her three crew huddled in the cockpit. The coxswain and crew were surprised to note that the companionway hatch was open and the washboards out.

The sea was very rough, with a swell almost 20ft high, and so the coxswain decided that the safest course of action was to tow the yacht with the survivors still aboard – recognising the risk that in the severe conditions it was possible that such a small boat might break up under tow.

Three attempts were necessary before a tow line could be put aboard *Whisky Mac*, and during the first of these the yacht

surfing down a wave and almost landed on the lifeboat, which had to be driven hard astern to avoid the casualty.

The long tow back to Alderney, upwind in very rough conditions and with winds gusting now to Force 10 was difficult, with only small alterations of course possible to avoid damage to the casualty.

The tow had to be suspended for a while when the yacht's outboard engine broke loose and threatened to hole the vessel, but this was secured again and the lifeboat and tow finally reached the shelter of Braye Harbour, Alderney at 0630.

The yacht was secured to a mooring with the aid of the station's boarding boat and the lifeboat was refuelled and ready for service again at 0700.

The actions of the crew in such difficult conditions were recognised in a letter of appreciation sent to them by the Institution's chief of operations Commodore George Cooper.

TWO MEN PULLED TO SAFETY AS VESSEL SINKS

Tyne's inflatable used to reach stranded fishing boat survivors

A service to a 17ft fishing vessel and her crew of two in hazardous conditions, among rocks and in rough seas, has earned two men from Wick's lifeboat station the Thanks of the Institution inscribed on Vellum. Coxswain Walter McPhee was said by the inspector of lifeboats for Scotland North Division* to have '...acted with determination and a high standard of seamanship and leadership', while acting second coxswain Ian Cormack was praised for his 'determination, seamanship and courage' in the small inflatable X boat used in the rescue.

The other crew members aboard during the service – mechanic John Martin, assistant mechanic Alexander Durrand and assistant winchman, acting crew member Hugh Gunn – have all received Vellum Service certificates.

On 11 May 1992 Coxswain Walter McPhee arrived at the boathouse for an evening of maintenance on the lifeboat to be told by his crew that they had just overheard a VHF message to Pentland Coastguard reporting red flares off Staxigoe. The coxswain telephoned Pentland coastguard who confirmed that a small boat was on the rocks off Staxigoe, and two people were in the water.

A 1924 Wick's 47ft Tyne class lifeboat *Norman Salvesen* launched and proceeded on service in a SE Force 5 to 6 which was creating a rough sea with a swell some 6ft high. With only an hour to high water the stream was flowing south at about one knot.

Thanks on Vellum

Coxswain McPhee passed only two cables to seaward of North Head, then just one cable clear of the rocks known as the Tails of Elsay. From there the casualty could be seen, swamped and with seas breaking over her deck at times. The two-man crew of *Wave Dancer* were on the rocks nearby without lifejackets, and police and coastguards could be seen on the shore. The lifeboat closed with the casualty at 1931 and laid-off about two boat-lengths to windward.

Although the weather conditions were still as they had been at the lifeboat house acting second coxswain Ian Cormack volunteered to take the X boat (an inflat-



able carried aboard the lifeboat) which had been prepared during the passage to the casualty, carrying lifejackets for the survivors.

A line was attached to the inflatable which was then rowed down to the casualty. Operating at the limits of the boat and always in danger of capsizing, Ian Cormack managed to throw the lifejackets to the survivors and made it clear that the coxswain would make no attempt to bring them aboard or save their boat until they had donned the lifejackets. The survivors put the lifejackets on and re-boarded their stranded boat.

The propeller of *Wave Dancer* had been fouled by the line of the last of her 25 creel pots as they were hauled in, and with the propeller stopped the vessel had been ashore within two minutes. The fishermen had thrown all the creel pots back into the water to lighten the vessel and the lifeboat coxswain was now having difficulty in keeping the lifeboat clear of the lines, pots and rocks, while manoeuvring to counteract the tide which was pushing the lifeboat along the shore.

Coxswain McPhee repositioned *Norman Salvesen* to pass a tow line, which was passed into the X-boat so that Ian Cormack could once again approach the casualty. The first attempt was aborted when the X-boat was partially swamped by a breaking wave and had to be pulled back alongside the lifeboat. Once again the lifeboat was repositioned and the X-boat approached the casualty. The tow line was thrown to them and secured, but not before one of the survivors had been washed into the sea – although he was able to scramble back aboard as the next wave washed through.

Continued on following page

Crew members aboard Wick's Tyne class lifeboat *Norman Salvesen* launch the inflatable X boat to reach the two survivors stranded on rocks next to the casualty, *Wavedancer*. Photo John Mowatt



*From 1 November 1992 Scotland has been a single operational division. At the time of these services (May and June 1992) Scotland North and Scotland South were two separate divisions.



Lymington's Atlantic 21 was called out to the rescue of five Sea Scouts and two Scout Leaders when their canoes got into difficulties in very rough conditions on the Solent on 22 August 1992. Although photographs from the air always reduce the apparent height of the waves the conditions can be judged from the photograph.
Photo by Lee-on-the-Solent helicopter crew

Short but effective service by D class saves five

The RNLI's Chief of Operations has written to the crew of Burry Port's D class inflatable lifeboat commending the quick, positive thinking by the helmsman, good seamanship and boat handling on his behalf and team work by his crew following a short but effective service which lasted only 13 minutes but resulting in the rescue of five people.

The events leading up to the service started at the previous high water, when the vessel, *The Firm*, became stranded on the bank at the mouth of the Pembrey Channel.

That evening, as the tide flooded, two people waded out to float her off on the evening tide but could not start the en-



Because of the shape of the bank *Triple A* could not get head-to-sea in any direction and was being buffeted continually.

gine. Another vessel, *Triple A*, went to her assistance to try and tow her off.

The wind was south westerly Force 5, producing a short choppy sea which was breaking over the bank from all directions.

Eventually a tow line was passed, but this fouled *Triple A's* propeller just as *The Firm* was lifting and grounding repeatedly on top of the bank, changing heading with each sea.

The helmsman, Hugh Owen, saw the casualties being pounded and swamped on the bank and went to the boathouse to alert the crew and then phoned Swansea coastguard to advise them of the situation. The casualties were barely a quarter-of-a-mile from the boathouse, but the very confused sea on the bank itself meant that the helmsman had to pick his way to the most sheltered side of the two vessels.

He approached on the north side, to obtain the best lee from the prevailing wind and sea, but the inflatable was continually shipping water in the short, steep seas reflected from the back of the Burry Port breakwater.

By this time the smaller *Triple A* was on the windward side of *The Firm*, and her crew had boarded the larger boat.

Transferring five people from *The Firm* into the inshore lifeboat was extremely difficult as the confused seas kept pushing the boats apart.

However, the transfer was achieved without mishap due to good boat handling by the helmsman and team work by the crew.

Returning to the lifeboat station was also made difficult by the confused state of the seas near the casualty and by a beam sea when rounding the breakwater. With seven people aboard large quantities of water were taken aboard during these manoeuvres, making the heavily laden boat even more sluggish.

All five casualties were landed safely.

Fishing boat continued from previous page

The coxswain towed *Wave Dancer* gently off the rocks stern first, applying minimal power as each wave crest passed the casualty. As the 17ft vessel cleared the rocks she was very low in the water and when only 30ft away from them she started to settle very fast. The X boat was secure alongside the lifeboat and before coxswain McPhee could manoeuvre alongside the casualty she sank and the two men in the water were being carried downtide very fast.

Shouting to the survivors to swim clear of the rocks, the coxswain manoeuvred around the wreckage, ropes from the casualty and the dangerous rocks. Ian Cormack was once again in the X-boat, on

a line from the lifeboat, and using the oars managed to catch hold of one survivor who was transferred to the lifeboat.

The other man had been thrown back onto the rocks and Ian Cormack was able to approach the man and pull him aboard the X boat. The inflatable was hauled back to the lifeboat which was then brought clear of the rocks at 1948.

The return passage was made at full speed, with both survivors suffering from cold and shock and wrapped in blankets.

An ambulance was asked to meet *Norman Salvesen* on arrival in Wick Harbour at 2000 where the two survivors were transferred to Wick hospital. They were allowed home later that evening.

Stromness Scotland North Division*

An 11-hour service by the Stromness Arun class lifeboat *Newsbuoy*, reported in the Autumn issue of *THE LIFEBOAT*, has been recognised in a letter of thanks to the whole crew from the Institution's chairman Michael Vernon.

The service, to the replica 12th century sailing vessel *Aileach*, took place on 17 June 1992 when nine men were taken off the vessel after her steering failed.

Mr Vernon said in his letter: 'This was a long service carried out in a thoroughly seamanlike manner with a fine display of teamwork.'

ELDERLY PASSENGERS RESCUED FROM FERRY

Thirty one passengers rescued from ferry aground on rocks

The Chairman of the the Institution, Michael Vernon, has written to the coxswain and crew of the Lerwick lifeboat after the rescue of 31 passengers, mostly elderly, from a stranded ferry. Mr Vernon praised the coxswain, Hewitt Clark, for his high standard of seamanship and boat handling and the whole crew for the smooth running of the rescue.

The 50ft passenger ferry *Laerling*, with 36 passengers from a coach tour and two crew members aboard, had run aground on rocks to the SE of the Isle of Noss, Shetland on 22 July 1992.

The coastguard paged the station's honorary secretary at 2030, and two minutes later the coxswain/mechanic, who was in the lifeboat station at the time, contacted the coastguard to discover that of the 38 people on board 32 were elderly and in some distress.

Lerwick's Arun class lifeboat *Soldian*, launched at 2040 and made best speed to the casualty's position, learning while on passage that a rescue helicopter already overhead would take off the four children aboard and one adult. The lift was successful, but with the vessel in a precarious position on rocks the severe downdraught from the rotors was causing her to roll violently.

Arriving at the scene at 2105 the lifeboat advised that she would go alongside to rescue the remaining passengers. In the Force 5 wind and 6ft swell the casualty was still pitching and rolling despite being stuck on top of the rock.

Coxswain/mechanic Clark used his seamanship and boat handling skills to



Survivors from the ferry *Laerling* are landed from Lerwick's Arun class lifeboat *Soldian*. Photo Ian Leask

bring the lifeboat alongside the heaving casualty, and it took just ten minutes for the crew of *Soldian* to transfer the remaining 31 passengers aboard the lifeboat.

The crew remained on board as the coxswain had decided he would try to tow the casualty clear of the rocks, and by 2125 the Arun had succeeded – standing by while *Laerling*'s crew checked for leaks. As none were found and two other vessels had arrived on the scene the lifeboat left them to escort the casualty and returned to Lerwick with the passengers, some of whom were in a distressed state.

At 2209 the lifeboat berthed in North Harbour, directly opposite the hotel where the survivors, all members of a holiday trip, were staying, and by 2225 *Soldian* was refuelled, back on station and ready for service.

The helicopter landed the remaining five survivors at an emergency helipad in Lerwick.

**From 1 November 1992 Scotland has been a single operational division. At the time of this service Scotland North was a separate division.*

Prompt action at Margate saves a life

Margate's lifeboat coxswain Peter Barker and crew member Clive Simpson saved a man's life without recourse to the station's Mersey or the D class inflatable.

On Saturday 3 October 1992 a woman ran into the lifeboat house to say there a man was in the water on the rocks off the Winter Gardens.

Peter Barker alerted other members of the crew, but rather than waiting for the lifeboat to be launched he and Clive Simpson ran across the beach and rocks

and waded up to their waists to reach the man, who was about 60, lying face-down in a gully.

Although there was no sign of life when they carried him from the water they began artificial respiration and he began to revive. He was taken to hospital where he recovered.

Alan Wear, the station's honorary secretary, praised the two men. 'They acted very promptly,' he said, 'if they had waited for the boat to be launched, the man would have died.'

PAST...AND...PRESENT

50 years ago

From THE LIFEBOAT of November 1918

The Duke of Northumberland's Prize Essay Competition

Early this year the late Duke of Northumberland, the then President of the Institution, placed at its disposal the sum of £100, to be utilized in the presentation of prizes for essays on the heroic work of the Life-boats, written by children still actually attending the senior classes in national elementary schools throughout the United Kingdom.

The aim was to encourage in British children a knowledge of, and a pride in, the achievements of the Life-boat service, and to imbue them with something of the spirit of heroism, endurance and humanity which shines like a steady flame through that service.

The country was divided into six districts, and a Challenge Shield was presented for each. Further, War Savings Certificates were offered to the writers of the ten best essays in each district, while Certificates of Merit were to be awarded to the next twenty-five in each area.

A brief account of the Life-boat service was sent to the head teacher of each competing school, and the essays were to be written in school, and were to be the unaided work of the pupils themselves.

It is very gratifying to be able to state that the scheme has been a great success, especially from the educational point of view. Although a few of the Education Committees which were approached in the first instance were not encouraging, the vast majority of educational authorities throughout the country not only welcomed the proposal but gave it their very cordial support, recognising the great moral value of the example which the Life-boat service embodies.

But the most pleasing feature of the competition has been the whole-hearted support given by all the head teachers who participated.

As soon as they received the literature and grasped the importance of the Life-boat service as the embodiment of the qualities which have been so conspicuously shown by our race in every field of human endeavour, they recognised the moral and educational advantage of bringing before their children the practical example of the Life-boat crews.

We have received scores of letters from school teachers, which give ample evidence not only of their interest, but of the public-spirited attitude in which they have approached their task.

Again and again they contain the assurance that, whether the essays sent in by them are fortunate enough to secure a prize or not, the value of the lessons taught by a perusal of even a very brief survey of the Life-boats' work during nearly a century of heroic effort, has been an ample reward for the time and trouble involved in carrying out the scheme.

Today's lifeboatmen

David Steenvoorden has been a full-time crew member of Humber lifeboat since 1990.

Dave joined the in-shore lifeboat crew at Cleethorpes in 1987, and in 1990 was awarded a Bronze Medal in recognition of his courage, leadership, determination and fine seamanship when the lifeboat rescued five canoeists and their canoes in difficulties in the Humber Estuary. The lifeboat then went on to assist the yacht *Serenus* in the same service, which took place in a north north westerly storm, confused seas and driving rain on 30 July 1989.

In the same year he was awarded a collective framed chairman's letter of appreciation in recognition of the service on 30 July 1989 when 29 people were rescued and four rafts saved in the vicinity of Haile Sand Fort. The lifeboat was acting as a safety boat for the charity raft race, with two other boats, when the wind suddenly increased to Force 7.

The two other safety boats returned to the shore and additional assistance was requested. The coble *Eva* manned by a crew of shore helpers and lifeboat crew members was launched and joined the rescue operation.



Facts and Figures

Provisional statistics as at 9 September 1992 show that so far during 1992:

- The RNLI's lifeboats have been launched 4,338 times (an average of more than 13 launches a day)
- 1,141 lives have been saved (an average of more than 3 each day)
- Nearly five per cent of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 60 per cent of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 269 lifeboats on station, with a further 90 in the relief fleet.
- To 9 November 1992, 123,670 lives have been saved since the RNLI was founded in 1824.

Costs

The cost of running the RNLI in 1992 was £48m. The approximate current cost of building a lifeboat is:

16ft D class inflatable	-	£10,500
21ft Atlantic rigid inflatable	-	£61,000
12m Mersey	-	£680,000
Fast Afloat Boat 4	-	£1,000,000*
Fast Afloat Boat 3	-	£1,350,000*

*Estimates based on prototypes, production costs may differ

From the Director...

Lt Cdr Brian Miles, Director of the RNLI, looks back on a successful and eventful 1992

Printing deadlines mean that I have to write my annual message in mid-October – a convenient time on this occasion because I have just returned from two visits which, in their separate ways, confirmed that the RNLI is buoyant and in good heart.

First, I accompanied the President, HRH The Duke of Kent, and the Chairman, Mr Michael Vernon, on visits to seven lifeboat stations in the Shetland and Orkney Islands and the north of Scotland. During an extremely busy two day programme the President met coxswains and crews, their families and representatives from branches and guilds at each station. Passages in four lifeboats were also included, as the President welcomes every opportunity of going afloat in lifeboats and discussing their capabilities with their crews. The President received a warm welcome and we were encouraged by the enthusiasm for the RNLI evident throughout the visit.

Determined Optimism

Next I took part in the North West regional conference, attended by nearly 150 branch and guild representatives. All aspects of fundraising were discussed and a number of original ideas were suggested. The continuing recession has influenced the fundraising efforts of many charities during the year and it would have been understandable if those working to raise funds for the RNLI had felt somewhat dispirited in the unfavourable financial climate and with so much pessimism about the future. The atmosphere at the conference, however, was one of determined optimism – and it was made very clear that the fundraisers have no intention of relaxing their efforts.

The Charities Aid Foundation's annual statistics showed that, in 1991, the RNLI had the third largest raised voluntary income. It is a great encouragement to be reminded how well the RNLI is regarded, but the real measure of our success is whether we are able to raise the funds to implement our plans. Thanks to the efforts of everyone involved with fundraising that continues to be the case.

Another subject that received attention at the conference was the revised procedures for financial branch and guild accounting. Last year I emphasised that the Institution must constantly be looking for ways to be more efficient and effective and referred to a new system of station branch accounting, providing for returns to Headquarters on a monthly basis, which had been well received.

A year on, it is a great encouragement that the response from the much larger group of financial branches and guilds has been just as positive. When introducing the changes careful note was taken of branches and guilds' reservations about details of the proposals and, as a result, a number of the procedures were revised.

In making any changes which we believe are necessary real efforts are made to take account of the experience of those who must put them into practice, and I thank you all again for your understanding and co-operation.

Last year I also referred to the early trials of the prototype fast afloat lifeboats, and both FAB 3 and FAB 4 have now completed extensive coast evaluation programmes. A large number of coxswains and crews were able to experience their capabilities afloat and a wealth of practical, constructive and sometimes critical comments resulted.

These will lead to a number of modifications before the production build, which should start early in 1993 to provide boats for over 70 stations where the all-weather lifeboat lies afloat. A number of relief boats will be needed, so some 90 boats will be needed in the next 15 years.

Lifeboat development has not been concentrated solely on the FABs, as encouraging progress has also been made with the prototype Atlantic 22. This boat is a much improved version of the very successful Atlantic 21 and the prototype boat has now been tried and tested by no less than 18 Atlantic 21 stations. There seems to be a unanimous view that the new boat is superior to her predecessor. We hope to start introducing Atlantic 22 lifeboats later this year.

Liaison

I referred last year to the RNLI's efforts to establish a closer liaison with our colleagues in search and rescue. These have been developed further during 1992 and, for example, we plan to publish an article in *The Lifeboat* explaining the role of the Royal Yachting Association in educating the leisure boating population. We believe that the RYA's initiatives in this area deserve our support and we will continue to promote the safety message.

Whatever efforts are made in any of the RNLI's activities it all comes back in the end to the dedication and skill of our crews, who are being called on to respond to an ever increasing number of calls each year. Some make the headlines, usually because of bad weather and the outstanding efforts of the crew, and many are



routine, but every call must be answered and on average lifeboats are being called out well over ten times a day. During a busy weekend, particularly in the summer, the number of calls is far higher.

Very occasionally we get an opportunity to hear something of what it is like to be on the receiving end of a lifeboat service. During 1992 I heard from someone who was anxious to tell me of his experiences when he got into severe difficulties when sailing in bad weather. He gave me a dramatic account of an incident where the weather had deteriorated unexpectedly, when masts and sails were damaged and aerials carried away – a situation where those on board were reaching the end of their tether.

Relief

I was asked whether I could appreciate the feeling of relief when they realised that their call for help had been answered, and then the even greater relief to see the lifeboat approaching through heavy seas. I was told that the skill and professionalism and also the compassion of the lifeboat crew would never be forgotten by those aboard the casualty, as nothing was too much trouble in providing comfort on board the lifeboat and in the efforts to transfer a member of the lifeboat crew to the stricken boat so that she could be towed to safety. I was very grateful for this account, as it made me feel very proud, not just of that one lifeboat crew but of all our crews who carry out similar services, day in and day out.

Finally, I have again enjoyed my many visits to lifeboat stations and functions all over the country, and inevitably return to Headquarters feeling much the better for having made them. I might add that we all get a similar uplift when we welcome visitors to Poole.

On behalf of all my colleagues at Headquarters, I send to each one of you every good wish in the New Year, together with my renewed thanks for all that you do personally for the RNLI.



Membership News

Governors • Shoreline • Storm Force

And talking of parrots...

What does the word 'polylope' mean to you, apart from two love-struck parrots setting out on a new life together?

In fact it represents an opportunity for significant cost savings to the RNLI. You may already have noticed that this copy of *The Lifeboat* arrived in a smart new plastic envelope, and the word is derived from the words *polypropylene* (plastic) and *envelope*.

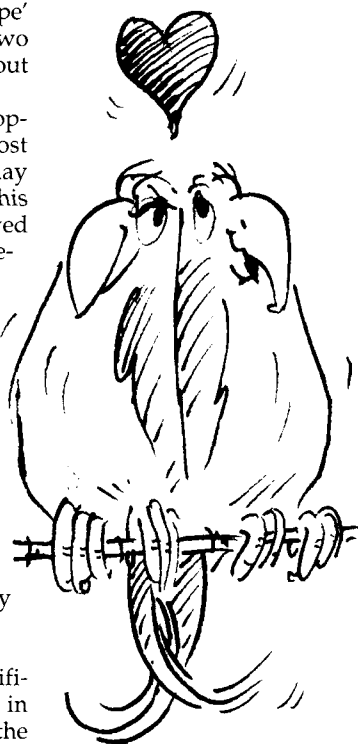
There are several reasons for changing from the traditional brown manilla envelopes to the new material – polylopes are up to 50% cheaper than paper, they offer greater flexibility and the presentation looks brighter and smarter (pretty poly, you might say).

Testing

Although there are significant benefits to the RNLI in using polylopes, we sought the views of readers first, so this may not be the first time that you have received your copy of *THE LIFEBOAT* in a polylope.

Some 20,000 copies of the Autumn issue were mailed in plastic to test the new material and the readers asked for their views on the change.

A smaller sample were also asked to complete a questionnaire. Some 650 of these questionnaires were returned and showed a staggering majority in favour. The first question asked in what condition the copy of *THE LIFEBOAT* arrived. Only one reader reported 'Poor', against 633 'Good' and 40 'Satisfactory'.



Polyloping – a new adventure for the RNLI!

140 readers thought the condition was better than usual, 511 felt it was the same and only 23 thought the condition worse than usual.

The presentation was felt to be better by 345 readers, the same by 326 and worse than usual by just three. An overwhelming 669 people were happy to receive future copies in the more cost-effective plastic envelope with just five against.

One area of concern was whether the plastic was environmentally friendly. The test

plastic was photo-degradable – it will decompose due to the effects of light – but is not truly biodegradable. Biodegradable plastic is available for envelopes, although as this issue went to press we had not located a cost-effective supply. We are, however, making every effort to locate biodegradable polylopes in time for the distribution of this issue.

Wet or dry

Some find the polylopes a little difficult to open, and we are investigating perforations in the plastic – in the meantime, a sharp knife or scissors will help!

Despite their light weight polylopes are very strong in normal post and handling conditions, stronger and more secure than manilla envelopes which can be quite brittle and become frayed or worn. Readers remarked that paper envelopes can get wet, ruining the contents, while plastic keeps the contents dry.

We hope you will understand the reasons for the change and are confident that the use of polylopes will help you and help the RNLI. Please let us know if you have any thoughts on this subject you would like to tell us about.

Strength in numbers

The number of RNLI supporters grows constantly and membership, in particular, is growing rapidly. The figures alone show just how large an operation is required to look after this membership: in 1992

there were 113,035 Shoreline members, 50,600 Joint members, 23,676 Governors, and 11,377 Life Governors – a grand total of 198,688, compared with a total of 81,140 in 1982. In ten years membership has increased by almost 145%!

At your service

We have been making a number of changes at HQ to continue to provide a good service to members and other supporters, in spite of the increase in numbers. We are delighted to have you 'on board' as one of our growing army of supporters and endeavour to help wherever we can, so please do not hesitate to write or contact the Membership Office on (0202) 671133.

Branching out

Have you thought about joining the activities of your local RNLI branch?

As well as the satisfaction of helping with local fundraising activities, you will find that branch meetings are fun, social events where you will meet other RNLI supporters with similar interests. You will probably also learn a lot more about RNLI people, places and events!

If you are interested in finding out more about your local RNLI branch contact your Regional Office which will be pleased to give you the name of your local branch and provide a contact name and phone number. Regional Office telephone numbers are listed on the reverse of your membership card.

Boxing clever

In order to expand and broaden its support the RNLI is to try television advertising for the first time. There is a common misconception that television advertising is expensive, but the Institution's test adverts will be on an extremely low budget.

Advertisements and inserts in the national press recruit many thousands of new supporters each year and are an

extremely cost-effective way of introducing new supporters. The target for the television advertisements is to achieve results at least as good, £-for-£, as the existing press advertisements and inserts.

The adverts will not be shown during expensive, peak viewing periods, but will be carefully targeted in off-peak slots where we know that the response will be cost-effective.

For comparison, one advertisement in the *Daily Telegraph* may be more than

ten times the cost of broadcasting our advertisement in an appropriate timeslot on television. By careful targeting of audiences television advertising should provide a cost-effective means of recruiting new supporters and raising funds.

The RNLI is highly dependent on its advertising to generate new support, and this new venture will enable us to expand and broaden this work, providing more strings to our bow to secure support for lifeboat crews in the future.

Edward Wake-Walker looks at

Lifeboat Services around the World

Those who explain the RNLI and its role to the uninitiated are frequently asked: 'how do other countries do it?' Can there be anywhere else in the world where the considerable cost of running a lifeboat service is met entirely through voluntary support?

There is, but there is nothing uniform in the systems employed by our colleagues overseas. Some are entirely voluntary, some are part state-backed, part voluntary; while others form part of a larger government organisation. The countries represented at the 1991 International Lifeboat Conference were asked for information on their services, and this report is based on their answers.

Europe

Holland has the oldest lifeboat service after the RNLI, both North and South Holland Lifeboat societies being founded in 1824, a few months after the RNLI, with similar voluntary crewing and funding systems. In 1991 the two organisations merged, providing a fleet of 48 boats including revolutionary water jet powered 14m rigid inflatables capable of 36 knots.

Germany also runs a fully voluntary lifeboat service (founded in 1865) and it too has undergone a recent merger, taking responsibility for all the old East German lifeboat stations. The fleet consists of 27 lifeboats more than 10m long and 21 under 10m.

Sweden's totally voluntary 95-year-old service maintains 54 lifeboats to cope with its boating-mad population and **Switzerland** runs 75 rescue craft. Yes, Switzerland; sea they may not have, but Lac Lemán is well catered for.

France has a very long coastline and the *Société Nationale de Sauvetage en Mer* which came together as a single organisation in 1968 looks after 155 permanent station boats and 470 inflatables. Although relying on volunteer crews, the funding is only half voluntary, with the remainder coming from national and local government.

Norway, which sends some of its lifeboats to sea for extended periods to accompany the fishing fleets, employs full-time crews but the 46 lifeboat stations are funded partly from the state, partly voluntarily and partly by commerce.

Finland, with 92 lifeboats, **Iceland** with a fleet of over 100 inflatables and rigid inflatables (and an ex-RNLI 70ft Clyde class) all run lifeboat services which rely both on volunteers and the state.



Belgium, Denmark, Greece, Italy, Portugal and Poland

are examples of European countries whose lifeboats are provided by government maritime organisations which concern themselves with more than just lifesaving. Denmark's lifeboats, for instance, are part of the Royal Danish department of Navigation and Hydrography and are designed to double up as pilot boats. Portugal, in fact, also runs a voluntary lifesaving society which was founded in 1980.

This European list is not exhaustive, the old USSR and eastern Europe not featuring very prominently, for instance, because we have little or no information about what will emerge in the way of lifeboat cover in these countries. **Estonia**, however, has already been in touch with the International Lifeboat Federation and has a lifesaving organisation which includes five rescue cruisers. They are keen to add to the fleet, but funding is their inevitable problem.

North America

Most people have heard of the **US Coast Guard**, a more than 200-year-old government organisation which fulfils many roles which range from search and rescue to coastal patrol, law enforcement and environmental protection in US waters. It operates many multi-purpose craft but the fleet, which comprises more than 1,400 vessels, includes the 44ft surf boat which is dedicated to search and rescue. This design was adapted by the RNLI in the '60s to become the Waveney class, the first of the Institution's fast afloat lifeboat. A new 47ft design, to replace the 44-footer, will soon be in production in the US, a design which evolved after lengthy consultation with European lifeboat organisations.

Although crews of the US Coast Guard are full time, there is a US Coast Guard Auxiliary service manned by volunteers who use their own boats and carrying out approximately 25% of the 37,000 search and rescue cases each year.

The **Canadian Coast Guard** is also a multi-purpose service and mirrors its US counterpart in many ways – including running an Auxiliary wing with volunteer lifesavers. The unique demands of a country which has to cover vast expanses of frozen waste means that their fleet includes ice-breakers, hovercraft, 35 helicopters and one fixed-wing aircraft. They also operate a steel-hulled version of the RNLI's Arun class.

Lifeboats from many member countries of the International Lifeboat Federation alongside during the 1991 conference in Oslo. The RNLI's Mersey class is clearly visible, as are several Colin Archer-type sailing lifeboats long since retired from active service but a reminder of the times before turbocharged diesels and watertight wheelhouses.



The **Bahamas**, **Bermuda**, the **British Virgin Islands** and the **Dutch Antilles** all run sea lifesaving services; Bermuda's state-run SAR committee has one 52ft pilot/rescue craft and two rigid inflatables while the Virgin Islands has one rigid inflatable whose crew have received training from the RNLI. **South America.**

Members of the International Lifeboat Federation in South America include **Argentina** with a government-financed fleet of 70m fishing surveillance cutters and smaller coastal patrol vessels, **Chile** with a voluntary service operating two ex-RNLI lifeboats (a Barnett and a 1928-built motor lifeboat), **Guatemala**, with a government-run organisation which bought an RNLI Watson in 1959, and **Uruguay** which has two ex-RNLI lifeboats on the River Plate (a 1956 Watson and a 1928 motor lifeboat, once at Southend-on-Sea).

Africa.

The only ILF members in Africa are **Morocco** and **South Africa**. The latter's National Sea Rescue Institute was founded in 1967 along much the same voluntary lines as the RNLI although it does receive some 8% of its income from central government. There are 24 lifeboat stations around the South African coast.

Australia and New Zealand.

Most of **Australia's** very long coastline is sparsely populated and the tendency has been for sea rescue to be co-ordinated on a regional rather than a national basis. Six separate organisations currently represent Australia in the ILF. They include volunteer coastal patrol and coast guard organisations which operate some dedicated rescue craft and some privately owned vessels which can be called upon for search and rescue. The Surf Life Saving Association of Australia is also a member of the Federation.

The mainly government-financed **New Zealand Coastguard Federation** has responsibility for search and rescue around its country's coast but there are also three local voluntary rescue organisations based at Wellington, Sumner (Christchurch-where it operates an ex-RNLI boat) and Manukau.

Asia.

China, which is reputed to have run the world's first lifeboat service at the mouth of the Yangtse in the mid-18th century, now has the Maritime Rescue and Salvage Bureau which was founded in 1978. It is a partially government and partially commercial concern, split into three areas (north, east and south China Sea) where full-time crews man 17 rescue and salvage stations operating a total of 46 craft. Sea rescue in **Hong Kong** is the responsibility of the Royal Hong Kong Police.

The West and East German lifeboat organisations have now combined to form a single lifeboat service. This is the former West German 'daughter boat' *Onkel Willi* being recovered aboard the parent vessel during a demonstration at the Oslo conference in 1991. The combination provides a large vessel for sea-keeping ability with a small manoeuvrable boat for confined waters.

Left. The US Coastguard is a government-funded body which has roles other than lifesaving. The 44ft cutter pictured here was the basis for the RNLI's Waveney class, the first class of fast lifeboat in the Institution's fleet.

Below. The Icelandic lifeboat service is funded and operated in a similar way to the RNLI, and has acquired an ex-RNLI lifeboat. The 70ft ex-Clyde class (previously *Grace Paterson Ritchie* and based at Kirkwall) is pictured leaving the UK to enter service under her new ownership.

Bottom. The Dutch lifeboat service operates a number of large rigid inflatables, this is the Johannes Frederic class which is capable of 36 knots.



Japan founded its wholly-voluntary lifeboat service in 1888, after a visit to Europe by a former Prime Minister, Count Kuroda. It operates 87 lifeboats and has in support the government-financed Maritime Safety Agency – which has at its disposal some 440 multi-purpose vessels of all different sizes together with 24 fixed-wing aircraft and 42 helicopters.

The only other Asian representative in the ILF is **India** whose government Department of Lighthouses and Lightships takes charge of rescue at sea.

To round-off this whistle-stop tour of the world it is worth pointing out how fortunate the RNLI is to be at the centre of world lifeboating affairs. The Institution provides the permanent secretariat of the ILF and represents the Federation at meetings of the United Nations' International Maritime Organisation. It is gratifying that many emerging lifeboat organisations use the RNLI as a role model, at least in part.



Naming Ceremonies

New lifeboats named and dedicated

Scarborough – Mersey Fanny Victoria Wilkinson and Frank Stubbs



HRH The Duchess of Kent returns to harbour aboard Scarborough's new Mersey class *Fanny Victoria Wilkinson and Frank Stubbs* after the naming ceremony on 9 September.

There was an expectant buzz around the Scarborough boathouse as the crowd awaited the arrival of HRH The Duchess of Kent in the warm, late summer sunshine on 9 September 1992. In a lively and enthusiastic speech by branch president Gilbert Gray QC, the Duchess was welcomed 'back home' and thanked

for dedicating her time to a special moment in Scarborough lifeboat history.

Mr Harold Andrews, last trustee of the estate of the late Frank Stubbs, who died in 1947, explained that Mr Stubbs had received an inheritance from Mrs Fanny Victoria Wilkinson which was to be used for employees of the chemical

plant which her family owned and of which Mr Stubbs had been managing director. On their deaths it was specified that the legacy should provide a lifeboat for the area.

The Duchess spoke with warmth and affection of her long-standing connection with the RNLI and her enjoyment of lifeboat naming ceremonies. She recalled many happy visits to the town as a girl and she compared those family occasions with the strong family ties which have bound the crews and shore helpers of the Scarborough station for almost 200 years.

With obvious pleasure, the Duchess named the lifeboat *Fanny Victoria Wilkinson and Frank Stubbs*, throwing the switch to send champagne running down the bows – to the delight of a seagull, doubtless a veteran of past ceremonies, which sprang from the vantage point held patiently throughout the proceedings to drink the sparkling liquid!

The Duchess boarded the lifeboat for a trip around South Bay during which she steered the craft. Tea at the Spa, where crew and families had the opportunity to meet the special guest, rounded off an unforgettable day.

Rhyl – Mersey class Lil Cunningham

Obviously only the weather had not been informed of the events of 30 September 1992, when Rhyl's Mersey class lifeboat *Lil Cunningham* was to be dedicated.

The well-oiled RNLI naming ceremony procedures were working well, chairs, dais and flags had all arrived and the highways department was busy clearing sand from the promenade, but the rain persisted. However, at 1130 the rain stopped, and it was all hands to the pump, or brush, to get everything in place to greet the VIP's for a pre-ceremony buffet.

The band strikes up at the Rhyl naming ceremony. Photo Jeff Morris



At 1345, with the skies now clear, Betty Cunningham, sister of the late Lil Cunningham arrived to be greeted by more than 500 guests. Following the anthems, bouquets were presented by Danielle and Kara Frost to Miss Cunningham and by Carolle Quinn to Mrs Smith.

Mr Eric Davies, BEM, JP, chairman of the Rhyl station branch, welcomed guests and invited Mr Nicholas Smith, representing Miss Cunningham, to hand the lifeboat over to Lord Stanley of Alderley of the RNLI's committee of management. Lord Stanley accepted the lifeboat and asked Captain

John McKinlay, station honorary secretary, to accept the lifeboat on behalf of the station. There then followed an interdenominational service of dedication led by Canon Herbert Lloyd, vicar of Rhyl, assisted by Father Canon Leonard Quigley and the Reverend Dafydd Rees Roberts. Finally, Betty Cunningham named the lifeboat to loud applause and three hearty cheers.

Coxswain Ray Williams and his crew were on hand to greet Miss Cunningham when she boarded the lifeboat to take a short trip around the bay, during which time she had a spell at the wheel.

At the informal get together which followed the day's proceedings, Miss Cunningham was presented with a photograph of the lifeboat signed by the crew.

Swanage – Mersey class *Robert Charles Brown*

Few people looking at Swanage lifeboat on the slipway before her the naming ceremony on Thursday 3 September 1992 would have known that the smartly turned out new boat had been damaged in a very difficult service a few days before – but fast team work had made her as good as new.

Early threats of rain held off and more than a thousand people, many of whom represented the generous donors to a regional appeal, enjoyed the warm breeze and bright sunshine.

The cost of the new Mersey class lifeboat was provided from a regional appeal which raised £350,000 and gifts from the J. Reginald Corah Foundation Fund, the Maud Elkington Charitable Trust, the Florence Turner Charitable Trust together with other legacies and gifts.

Following a welcome by the chairman of the branch, Dr William Tudor-Thomas, Chris Price, divisional inspector of lifeboats for the south east, described the lifeboat. The chairman of the Swanage lifeboat appeal committee, Michael O'Sullivan, gave details of how the money was raised.

The president of the Swanage lifeboat appeal committee, the Right Honourable the Earl of Normanton, handed over the lifeboat to the Institution, and the Chairman of the RNLI, Michael Vernon, accepted the lifeboat on behalf



The new Mersey class *Robert Charles Brown* waits at the head of the slipway during her naming ceremony.

of the Institution before delivering her into the care of the Swanage branch for use at the Swanage lifeboat station. The honorary secretary of the Swanage branch, Tony Higgins, accepted the boat on behalf of the branch.

The service of dedication was then conducted by the Reverend David Callard, team rector of Swanage.

The newly extended and refurbished lifeboat house was also dedicated and blessed and at the close of the service

actor Robert Brown, best known for his portrayal of 'M' in the James Bond films, named the lifeboat after his father, a former Swanage lifeboat coxswain. Robert Charles Brown BEM was a lifeboatman at Swanage for over 50 years, following his father as coxswain and holding the position for over 24 years until his retirement in 1966.

After her naming *Robert Charles Brown* was launched to three rousing cheers and put through her paces.

Walmer – Atlantic 21 *James Burgess*

Walmer's new lifeboat *James Burgess* was named and dedicated in a ceremony at the lifeboat station on 5 September 1992.

The Atlantic 21 was funded by Mr and Mrs Burgess as a memorial to their only son, James, who died in 1981 at the age of 18. During his short, active life he logged thousands of miles in his father's

yacht and had always expressed interest in the work of the lifeboats. 'He was a very fine yachtsman and the lifeboat is a fitting memorial to his life', said Mr Burgess when he handed over the boat to the Institution.

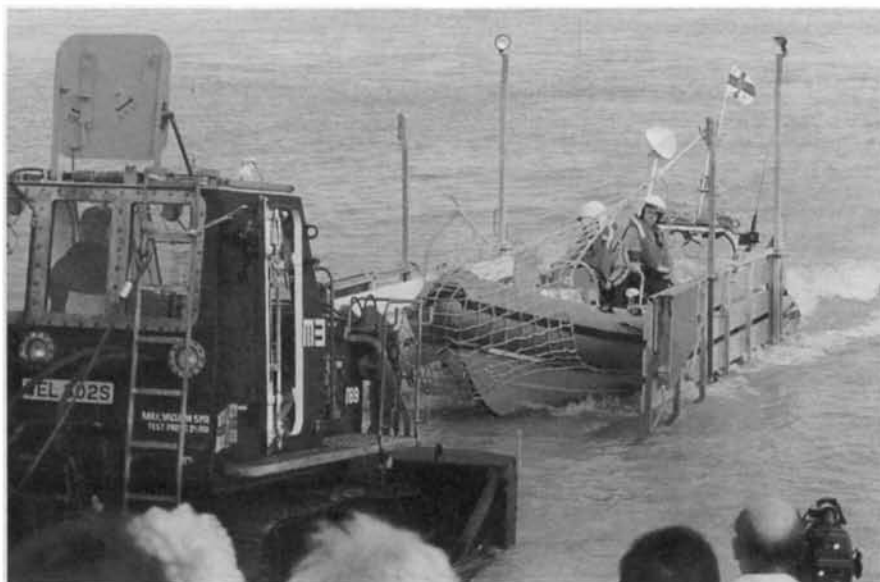
Jack Lewis, chairman of Goodwin Sands and Downs branch, had opened

proceedings by welcoming everyone to the ceremony and invited Major General Ian Harrison, Captain of Deal Castle to officially open the lifeboat house extension. After cutting the tape the new lifeboat was pushed out of the lifeboat house to a Royal Marines fanfare of herald trumpeters.

Deputy divisional inspector of lifeboats for the south east, Colin Williams, described the Atlantic 21 and its role, and Mr Ashley Burgess handed her over to the Institution. Commandant Vonla McBride, a member of the committee of management, accepted the lifeboat and delivered her into the care of Walmer lifeboat station.

A service of dedication then followed, conducted by the Reverend Bruce Hawkins, vicar of St Mary's Church and the lifeboat station padre.

Mrs Victoria McKenna, elder sister of James Burgess, was invited to name the lifeboat *James Burgess* which then launched for a short demonstration.



Walmer's Atlantic 21 rigid inflatable *James Burgess* makes a net recovery after the demonstration which followed her naming ceremony.

Dungeness – Mersey Pride and Spirit

Sandwiched between days of torrential rain and strong winds, Friday 30 October 1992 was bright and still, if a little chilly – certainly not typical Dungeness weather. More than 500 guests were seated in a marquee adjoining the lifeboat house for the naming ceremony of Dungeness' new lifeboat *Pride and Spirit*, many being guests of donors Eric and Jean Cass.

Following a welcoming address by the chairman of the station branch, Dr Paul Cochrane, and a description of the lifeboat and its role by deputy divisional inspector, Colin Williams, Eric Cass handed the boat over to the RNLI. He mentioned the many voyages he and his wife had enjoyed on Seabourn Lines' ships *Pride and Spirit* and that they had chosen this name for the lifeboat in appreciation of the times shared with the crews, recognising that the name also reflects much that the RNLI and its crews project in their work.

Accepting the lifeboat on behalf of the Institution the Chairman, Michael Vernon, paid tribute to Mr and Mrs Cass for their generosity in funding the lifeboat and the costs of the ceremony. Mr Vernon then acknowledged the fine traditions of Dungeness lifeboat people,



Mrs Jean Cass names the new Dungeness lifeboat *Pride and Spirit* (left) before her demonstration launch from the beach (right). *Photos Jeff Morris*



including the well-documented help given by the womenfolk in launching and recovering the lifeboat.

Once the lifeboat had been formally accepted by station honorary secretary, Lt Cdr Christopher Wren, the Reverend John Hewes, station chaplain and Rector of All Saints Church, Lydd conducted the service of dedication.

The actual naming of the lifeboat was carried out with great joy and happiness by Mrs Jean Cass, whose pleasure in supporting the RNLI and particularly the lifeboat people of Dungeness was obvious for all to see.

The traditional three cheers were led by Coxswain William Richardson and followed by the master of the cruise ship *Seabourn Spirit* Captain Erik Anderssen, who presented the coxswain and crew with an inscribed commemorative crystal.

The entire gathering followed the lifeboat as she was pushed on her carriage to the water's edge where she launched into a tranquil sea for a short demonstration, with the donors taking their turn at the wheel. The day was rounded off with tea and celebration cake in the lifeboat house.

Angle – new boat house

The rebuilt lifeboat house and slipway at Angle was officially opened and dedicated on 19 September 1992.

Severe deterioration in the fabric of the steel and concrete substructure, caused by weather and sea erosion over the past 65 years, had necessitated its replacement with a new boathouse. Larger than its predecessor it will accommodate the station's 47ft Tyne class lifeboat *The Lady Rank*, a winch for recovery after launching, fuel store, workshop, crew room and wet gear drying area.

Colonel George Jackson, chairman of Angle lifeboat station welcomed those present and Bill Anstead, managing director of the contractors Christiani and Nielsen, officially handed over the keys of the boathouse to Raymond Cory, deputy chairman of the Institution who in turn passed them into the care of John Allen-Mirehouse, honorary secretary of Angle station.

The short service of dedication which followed was led by the Right Reverend Ivor Rees, Bishop of St Davids, assisted by the Reverend Robin Webby, rector of Angle. At the close of the service Colonel Jackson invited Mrs Christine Anstead to cut the ceremonial ribbon and declare the boathouse 'open'.

West Kirby – new boathouse

Severe storms during the winter of 1990 flooded and seriously damaged the exposed West Kirby lifeboat house. Since that time the work of the station has continued, in spite of the D class lifeboat, equipment and crew

being homeless and the difficulties of working out of a container on the promenade. Understandably there were celebrations when the new lifeboat house was opened on 19 August 1992.

Built at a cost of £92,000 with money raised by local appeals, the building offers vastly improved facilities. It is the third boathouse on the Wirral to be designed by Iain MacLaren who donated his professional services for this project.

The boathouse was opened by Mr R. Graham Bell, trading director of John West Foods of Liverpool which donated £40,000 to the appeal, who is a committed supporter of the work of the lifeboat service.

West Mersea - new boathouse

When West Mersea was established in 1963, the inflatable lifeboat was housed in a converted garage, but in the 30 summers since

then the station has become one of the busiest in the country.

A local fundraising appeal, gifts and bequests have provided West Mersea with a brand new £160,000 boathouse with greatly enhanced facilities – including direct access to the water, improving speed of response.

The Institution's president, HRH The Duke of Kent, carried out the official opening ceremony on 10 September 1992 in bright, temperate weather. In his speech he praised the bravery and dedication of lifeboat crews and declared that it was right that they should have the best lifeboats, equipment and facilities available at West Mersea they were second to none.

The Duke unveiled a commemorative plaque and, accompanied by station officials and distinguished guests, was conducted around the new boathouse, where he met the crew and shore helpers, before enjoying lunch at the West Mersea Yacht Club.



A happy band of crew members, guests and supporters of all kinds celebrate the opening of the new boathouse at West Kirby. The building replaces one severely damaged by storms in 1990, following which the station had operated from a container on the promenade!

Photo Bob Bird

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Peel – Mersey class *Ruby Clery*

Saturday 12 September 1992 started dry with the threat of rain later, but fortunately not until the naming ceremony of the new Peel lifeboat *Ruby Clery* was almost over.

The Mersey class lifeboat replaced an Atlantic 21, and is the first all-weather lifeboat at Peel for nearly 20 years.

A good crowd had gathered by the breakwater outside the new boathouse, built to accommodate the Mersey and her carriage, and the proceedings included the official opening of the boathouse. This ceremony was performed by Edwin Waterworth, a long-time benefactor of the RNLI and Peel lifeboat, who had provided and installed the hand-crafted furnishings in memory of his late wife, Mrs Mabel Waterworth.

The lifeboat was named by Mrs Karin Bache Nordli, the grand-daughter of the captain of the Norwegian cargo ship *St George*, which foundered off Peel Castle in October 1889 and had travelled from Norway for the ceremony. The captain, his wife and tiny baby (Mrs Nordli's mother) and the crew of the *St George* were all rescued by the Peel lifeboat and her figurehead stands at Peel lifeboat house to this day as a reminder of the courageous rescue.

The lifeboat had been provided from the generous legacy of the late Ruby Clery, the great, great, grand-daughter of Sir William Hillary. Unfortunately representatives of the family could not be present to hand over the lifeboat, so the role was performed by Ray Kipling, deputy director of the RNLI.

Also on the platform were the Lord



Mrs Karin Bache Nordli, descendant of a survivor rescued from the wreck of *St George* in 1899, names Peel's Mersey class lifeboat *Ruby Clery*.
Photo John C. Hall

Bishop and the heads of the churches of Peel, the service being led by the Reverend Andrew Palmer, Peel branch honorary secretary Allen Corlett and chairman John Teare, Raymond Cory CBE, and Mrs Hazel Hannan, vice president of the Peel ladies' guild, who proposed the vote of thanks.

His Excellency the Lieutenant Governor of the Isle of Man, Air Marshall Sir Lawrence Jones, attended, together with various senior government and civil dignitaries.

With the weather just holding, John Teare began the proceedings and the boathouse was officially opened. There followed the service of dedication and John Kennaugh read the poem 'St George' a tribute to the famous rescue by Manx poet T.E. Brown.

Then came the naming. Mrs Nordli

spoke first in Norwegian and then in English with *Ruby Clery* standing at the top of the new slipway, high on her carriage and ready for launching. Coxswain David Eames and his crew stood by as the champagne bottle was cracked on the foredeck.

With music by the Crosby Silver Band and a piper on board to play 'Ellan Vannin' as the boat ran down the slip, *Ruby Clery* was launched into Peel Bay. The drizzle had started but spirits were high, and while some took advantage of a trip out in the lifeboat, others retired to the boathouse for tea and biscuits.

The day was rounded off with an evening buffet/disco organised by the crew. Peel's new lifeboat was well and truly christened and everybody wished *Ruby*, her coxswain and crew a safe and successful future.

Portsmouth (Langstone Harbour) – D Class *Lord Raglan*

Thanks to the fundraising efforts of the patrons of The Lord Raglan public house in Wokingham, a new D class lifeboat has been placed at Portsmouth (Langstone Harbour).

Landlord Nigel Moxham and his customers raised enough money to fund the £10,000 boat and *Lord Raglan* was named and dedicated in a ceremony at the lifeboat station on 17 October 1992.



Chairman of the Portsmouth branch, Owen Pearce, welcomed the guests and Colin Williams, deputy divisional inspector of lifeboats for the south east outlined the history of the D class and its role. Mr Moxham, representing the donors, then officially handed over the lifeboat to Eric Freeman, a member of the Institution's committee of management, who in turn passed the lifeboat into the care of David Eastland, honorary secretary for the station.

The short service of dedication which followed was conducted by the Bishop of Portsmouth, the Right Reverend Timothy Bavin. The Right Honourable The Lord Raglan then named the lifeboat *Lord Raglan*.

The Right Honourable The Lord Raglan names Portsmouth's new D class inflatable *Lord Raglan*. Funds for the new lifeboat were raised by the landlord and customers of a pub of the same name.

Photo Jeff Morris

Y o u r L E T T E R S



The *Samtampa* remembered

On browsing through the Summer 1992 edition of *THE LIFEBOAT* I saw an article referring to the Mumbles lifeboat and *Samtampa* tragedy.

At that time I was stationed at Porthcawl with the RAF No. 1105 Marine Craft Unit. I was the wireless operator and we were based at what I suppose is now the yacht club – I haven't been back since 1949.

That particular evening the weather was so terribly bad that I decided not to go into Porthcawl and stayed on the base amusing myself with the radio and tidying things up.

A really loud transmission broke through and I realised it was an SOS. The vessel was the *Samtampa* so I immediately informed the CO at home and recalled all our airmen who were in town.

We only had two 37ft sea plane tenders at Porthcawl and we were willing to go out to help, but the seas were so bad that it really would have been suicide to try.

The seas were so bad that night that the water was going completely over the pier at Porthcawl and sometimes over the lighthouse – the worst weather I've ever seen in my life, and I'm nearly 68 now.

The ship could not have been more than about 200 yards from the shore, though it is hard to estimate in those conditions, and the tragedy is that if she had been about another half-a-mile to the east she would have stood a better chance on the beach at Coney.

In the days after the incident our lads had the sad task of helping the police with the deceased washed ashore. Your article brought back some sad memories but also at the same time we should all as a maritime nation, be grateful that there are unselfish, devoted people who will never hesitate to help others in distress, irrespective of race, colour or creed.

O.L. Atterbury
Catford, London

Your letters on subjects connected with any aspects of the lifeboat service are welcomed.

Write to:

**The Editor, THE LIFEBOAT, RNLI,
West Quay Road, Poole, Dorset
BH15 1HZ**

Thanks to St Abbs

I should like to thank all those involved in the brilliantly swift rescue of five canoeists off St Abbs Head on Sunday 11 October 1992.

Ten canoeists, some very experienced and some relatively inexperienced, set off after careful consideration with the intention of exploring local caves. There was quite a heavy swell and a NE Force 3-4 wind so we decided to go a short way out and then see what conditions were like. About 300 yards out conditions deteriorated, there were 10ft waves and some were rebounding off the rocks creating a very heavy and treacherous swell.

As we turned to go back three canoes capsized, including mine. The conditions were such that none of us three were able to get back into our boats. While some of the group managed to get back safely, including my 15-year-old son (a fact I did not know about for 45 minutes), two of us clung on for dear life to colleagues' canoes and a third managed to reach an isolated crag which, as an experienced climber, he managed to climb.

After about ten minutes the alarm was raised with the St Abbs lighthouseman and flares went up so we knew there would be a rescue. By this time the waterlogged canoe that I was clinging to was being swept southwards almost parallel to virtually sheer cliffs several hundred feet high. Fortunately we were all well equipped with wet suits, without which things would have been much worse.

During the last few minutes we watched our slow drift towards rocks with waves crashing against them and when the lifeboat from St Abbs arrived we were between 20 and 30 yards from them.

I shall never forget the sight of the lifeboat coming towards us to save us. Four of us were helped aboard the lifeboat and the fifth was winched aboard a helicopter from Boulmer which arrived a couple of minutes later.

After saving two of the canoes we were taken back to St Abbs where one of our party was treated in hospital for hypothermia and shock but later released. The rest of us were unharmed.

The lifeboat was apparently launched within seven minutes of the alarm being raised and reached us in a few minutes, preventing a real tragedy. We had then been in the water between 20 and 30 minutes.

The speed, efficiency and excellent co-ordination of the whole operation was brilliant and we are greatly indebted to all involved.

Iain Edgar
Newcastle-upon-Tyne

On the March

I wonder whether any reader can help me?

I am due to present an evening's programme during April at our local record club, and should like to include Arnold's 'Padstow Lifeboat March', written in 1956 to mark the opening of Padstow's new boathouse and given its first performance in – perhaps rather oddly – London.

I know that the piece was included in a record entitled 'The Music of Malcolm Arnold' and there may well be other recordings.

However, I have so far been quite unable to trace one and there is nothing currently available in the catalogues.

Should any reader have a recording of this composition I should be most grateful to hear from them.

Philip Threlfall
10 Clifford Terrace, Wellington,
Somerset TA21 8PQ

Ancestor recorded

In reply to a letter from Arnold Brown in the Spring issue regarding his ancestor William Christian of Ramsey, Isle of Man.

The recently published 'The Ramsey Lifeboats 1829-1991' records that the RNLI took over jurisdiction for Ramsey on 18 November 1868 and the initial minutes entry book, dated 11 December 1868, refers to the first lifeboat service which occurred that day and William Christian is listed in the crew.

There are also photographs of the *Two Sisters* and crew, helpers and committee outside the then boathouse in 1869, the crew in 1887 and the *Mary Isabella* crew in 1896. William Christian is in both these photographs. He is also mentioned as a member of the crew in the final service of 1899 when four men were rescued from the schooner *Ruby* of Aberystwyth. Captain W.E. Clague
HPRO Ramsey Branch



Donaghadee kindness remembered

Nine years ago, as an auxiliary coastguard, I co-ordinated the rescue of a Dutch yachtsman when his yacht was dismasted off North Berwick. He stayed with me for several days while we sorted out his problems and I sailed back to The Netherlands with him.

Every year he now sails to the Forth and I crew back to The Netherlands with him.

This year I discovered that Groningen has an excellent ship museum and paid a visit. I had a RNLI brooch pinned to my T-shirt and was a little surprised by the very warm welcome from the curator. He explained that he had served on container ships from Ireland to Scotland, and in 1958 his ship drove hard aground in thick fog on a reef near Larne, tearing the ship's bottom open. He was thrown down on to the cargo deck and was quite badly injured. The crew were rescued by Donaghadee lifeboat and he had never forgotten the tremendous care and kindness shown by the crew.

He refused to accept any payment and I was treated as an honoured guest as he accompanied me around the museum, pointing out facets which I would almost certainly have missed otherwise, and made to feel that I held VIP status.

I thought that Donaghadee might be interested to know how vividly they remain in the curator's memory and with such high regard. That memory made my visit something to be remembered with great pleasure.

Groningen museum is well worth a visit. It has been put together with imagination and also has a fascinating tobacco museum incorporated in it. It is one of the best museums I have visited and should not be missed.

Len Groom

Hon Sec, North Berwick

Transport of Delight

The Institution's advertisement entitled 'Your treasure is needed urgently' on the inside rear cover of the Summer 1992 issue prompts me to put into writing an idea that has been in my mind for some while that could perhaps be of mutual benefit to both the Institution and myself.

I have an interest in road passenger transport history and as such keep an eye open for any items of historical transport interest. Something that is of particular interest is printed material. However, this sort of thing is not easy to come by, but items do occasionally come to light.

I was therefore wondering if it was worth enquiring if any members might have tucked away old – say pre-1960 UK bus or tram timetables, staff rule books, printed ephemera such as leaflets, tickets etc which they no longer wish to keep and would be happy to pass on, in return for which I would be more than pleased to make a donation to the Institution's funds and also cover their postage costs.

Terence Jones

17 School Lane, Herne, Herne Bay, Kent.

Any old oilies?

I am a Shoreline member as well as an officer on board the *Cuffy Sark* at Greenwich. I am writing to your readers hoping that they have old yellow oilskins (mainly children's) tucked away in their lofts, or at the back of their garages which they do not want.

We need them for school projects so the children can dress up and keep dry in the bad weather when on deck doing their projects.

Our problem is that we do not have the money being a charitable trust with no government subsidy and a large restoration bill at least £2m over the next ten years.

Mr M.W. Joy

**43 Fieldside Road, Downham,
Bromley, Kent BR1 4LA**

Seeing the Light

I am currently researching the history of lightvessels throughout the world. All aspects of the design, construction and operation are in the process of being recorded.

It is also important that an individual's working life, including incidents that have happened during the vessel's time on station, are recorded. Your readership will, therefore, be in a position to relate such incidents where lifeboats were involved.

Whilst I have the assistance of the information office at Trinity House and access to the official records these, for various reasons, are not complete. This is particularly so where the vessel was operated by a port authority or other body.

Peter Williams

**Haven Lightship, Milford Marina,
Milford Haven,
Pembrokeshire SA73 3AF**

Scale pressure

The article 'Statistically speaking' in the Summer 1992 issue, prompts me to comment how scales of wind speed can mislead. The most sophisticated anemometer does nothing more than measure how fast the air is moving.

Apart from measuring the speed of the wind one must also consider its effect. One of the first to consider the effect of the wind on a vessel was Admiral Sir Francis Beaufort in 1508 who devised the scale we still use today. The Beaufort scale is not a haphazard collection of figures and Beaufort assessed each increment according to its effect on his man-of-war. It is an assessment of the power of the wind.

The interesting thing about these figures is the relationship between them – the ratios are precisely the cube of the wind force. For instance, Force 6 exerts 216 times the pressure of Force 1 ($6 \times 6 \times 6 = 216$).

A wind at Force 5, although blowing only 9 times as fast as Force 1, exerts 125 times as much pressure. It can also be seen that the wind pressure at Force 6 is roughly 3.5 times that of Force 4, the force at which dinghy sailors are hiking and trapezing – not for nothing is Force 6 known as the yachtsman's gale.

The addition of the column of ratios to the Beaufort Scale reveals in a most dramatic way the effect increasing wind speed has on a vessel.

**David Lewin
Colchester, Essex**

Force /Description	Pressure Kg/m2	Ratio
0 Wind speed too low to move the ship	0	
1 Steerage way	0.05	1
2 Sails fill	0.4	8
3 All sails set close hauled at 4 knots	1.3	27
4 Ship has good list	3.2	64
5 Sails begin to strain	6.3	125
6 Single reef	11	216
7 Double reef	18	343
8 Treble reef	26	512
9 Close reef	36	720
10 Furled sails	50	1000
11 Hove to	68	1331
12 Storm – no sails at all	85	1728

Bookshelf

some recent publications reviewed

No Day Too Long

An Hydrographer's Tale

by Rear Admiral G. S. Ritchie

published by the Pentland Press at £15.50

ISBN 1 872795 63 3

The chart is such a commonplace item aboard a boat that it is often taken for granted. But spare a thought for the dedicated work of the hydrographers who have brought the chart up to such high standards, just some of which is recounted by Rear Admiral Ritchie in his third book on matters hydrographic.

The volume spans nearly 50 years dedicated to providing means of safe navigation to vessels all over the world, starting in 1936 and including the five years from 1966 to 1971

when the author held the position of Hydrographer of the Navy.

Although a personal account of the sea surveyor's life at sea and ashore the volume also traces the advances made in surveying techniques and the quest to record the deepest sounding. During Steve Ritchie's working life the computer and automatic cartography replaced charting methods first used nearly 150 years before and the technical progress is woven neatly into the fabric of a fascinating life.

The Hunts and the Hunted

by J. W. MacKintosh

Published by The Pentland Press at £10.50

ISBN 1 872795 67 6

Reminiscences of times past, no matter how tempestuous those times, can often be of only passing interest to those who were not directly connected with those events.

However, in his account of life at sea during the Second World War, mainly in Destroyers, J. W. (Dick) MacKintosh has a delicacy of touch in his writing which

grasps the reader's imagination. He has recall of enough detail to paint a word picture without obscuring the overall scene and to produce a book which makes fine reading.

A reviewer too young to remember the war found the volume fascinating, those with a more personal involvement would undoubtedly find it even more so.

For Those in Peril

50 Years of Royal Navy Search and Rescue

by John Winton

Published by Robert Hale at £25

A detailed account of the 50 year history of Royal Naval Search and Rescue, from the air-sea rescue launches of the war to today's helicopters and their crews.

Given the close links be-

tween helicopters and lifeboats in SAR work there are numerous mentions of the RNLI, notably in the Fastnet rescues of 1979 and the Penlee tragedy of 1981 but also extending to other joint services.

Nicholas Leach, a member of the Lifeboat Enthusiasts Society has published three booklets on historical aspects of the lifeboat service and two early classes of RNLI lifeboats.

The Origins Of The Life-Boat Service

A history of the development and progress of coastal lifesaving provision up to 1810 - £4.50, including p&p.

The Largest Life-Boats In The World

The history of the 60ft Barnett class, the largest lifeboat in the world when the first was built in the early 1920s - £1.75, inc p&p.

The Surf Life-Boats

Concept and history of nine small (32ft) lifeboats built from 1938, including experiments with water-jet propulsion - £2 inc p&p.

All three books are available from Nicholas Leach at 17 Glenelg Mews, Beacon Road, Walsall WS5 3LG.

Three more booklets from the pen of the prolific Jeff Morris, honorary archivist of the Lifeboat Enthusiasts Society:

The History of the Porthdinllaen Lifeboats

Detailed account of this Welsh lifeboat station from 1863 to the present day.

The History of the Aith Lifeboats

The second station to be opened in the Shetlands, from the Watson of 1933 to today's Arun.

An Illustrated Guide to our Lifeboat Stations - Part 7

Scottish lifeboat stations, past and present.

All three booklets are available from the author, Jeff Morris at 14 Medina Road, Coventry CV6 5JB at £2.50 each, including postage and packing.

How To Design A Boat

by John Teale

Published by Adlard Coles

Nautical at £7.99

ISBN 0-7136-3529-0

Potential purchasers of this inexpensive 150-page paperback should be warned that it is a very dangerous book! Read it, and any design lurking in the back of the mind and eluding commitment to paper is sure to lead to pads full of sketches, and then the first steps on the slippery slope of turning ideas into lines plans.

With such limited space the coverage of *minutea* of design must give way to simplicity and general principles, but the kernel of boat design and the necessary simple mathematics are well covered in an easily assimilated and easy to read style. Although no one is likely to turn out a race-winning yacht or award-winning lifeboat on the strength of this book alone they will finish it with a greater awareness of design, and perhaps be able to draw a workmanlike 'mainstream' vessel.

Recommended for anyone who would like to understand more about the creation of a design, or for those who feel ready to start work on their own. Now where did I put that drawing board...?

Surveying and Restoring Classic Boats

by J. C. Winters

Published by Adlard Coles

Nautical Books at £25

ISBN 0-7136-3611-4

The sight of a forlorn, once-elegant boat lying in the saltings or at the back of a boatyard tugs at the heartstrings and can lead many an impecunious enthusiast to think that he can restore her and enjoy her for the proverbial song. He or she could be right, but they had best read J. C. Winters' book first!

An excellent guide to the ailments which can afflict classics of all ages and packed with useful, and practical, information learnt from many years as a surveyor and classic boat owner and restorer.

The Wreck Of The Deutschland

by Sean Street

published by Souvenir Press at £15.99

ISBN 0-285-63051-2

The wreck of the *Deutschland* on the Kentish Knock in December 1875 not only led to the death of 42 of her complement but also inspired the poet Gerard Manley Hopkins to write his religious allegory 'The Wreck of the Deutschland' and led to the establishment of the RNLI's lifeboat station at Harwich.

On the centenary of the event in 1975 Sean Street heard

a reading of the poem and was fascinated enough by the unanswered questions posed by it to embark on the 15 years of research which culminated in this book.

The tale is complex, and more than a century after the event has taken some unravelling. The result is an interesting insight into the life and times of a ship, her passengers and the population ashore.

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Weston-super-Mare Branch
Weston-super-Mare Fin. Branch
Whitchurch
Winscombe with Cheddar
Yatton

Cornwall

Bodmin and District
Bude Branch
Bude Guild
Callington and District
Camborne
Coverack
Falmouth Branch
Falmouth Guild
Fowey
Hayle
Helston and Porthleven
Launceston
Liskeard and District
The Lizard Branch
The Lizard Guild
Looe
Marazion
Mevagissey
Newquay Branch
Newquay Guild
Padstow Branch
Padstow Guild
Penlee and Penzance Branch
Penlee Guild
Perranzabuloe
Polperro
Polruan
Port Isaac and District
Rame Peninsula
Redruth Guild
St. Agnes Branch

St. Agnes Guild
St. Austell and District
St. Ives Branch
St. Ives Guild
St. Mary's Isles of Scilly Branch
St. Mary's Isles of Scilly Guild
Saltash
Sennen Cove Branch
Sennen Cove Guild
Truro and District
Wadebridge

Devon

Appledore Branch
Appledore Guild
Barnstaple and District
Bovey Tracey
Braunton, Croyde and District
Brixham Guild
Buckfastleigh
Clovelly Guild
Crediton
Culm Valley and District
Dartmouth
Dawlish
Exeter
Exmouth and Budleigh Salterton
Branch
Exmouth and Budleigh Salterton
Guild
Holsworthy and District
Honiton
Ilfracombe Branch
Ilfracombe Guild
Ivybridge and District
Lynton and Lynmouth
Newton Abbott
Okehampton
Paignton
Plymouth Branch
Plymouth Guild
Plymouth Co-ordinating
Committee
Plymouth North West
Plympton
Plymstock
Salcombe Branch
Salcombe Guild
Seaton, Beer and District
Shaldon
Sidmouth and District
Tavistock and District
Teignmouth Branch
Teignmouth Guild
Tiverton
Torbay
Torquay
Totnes
Wembury Peninsula
Yealm and District

Gloucestershire

Cheltenham
Churchdown
Cirencester
Dursley
Gloucester Branch
Gloucester Guild
Lechlade
North Cotswold
Stroud and District
Tetbury
Tewkesbury

Somerset

Bridgwater
Bristol
Burnham on Sea
Castle Cary
Chard
Crewkerne
Frome and District
Ilminster
Minehead Branch
Minehead Guild
North Petherton
Street
Taunton
Wellington and District
Wells
Wincanton
Yeovil

NORTH EAST ENGLAND

RNLI

The Mill
Glasshouses
Nr Harrogate
North Yorkshire HG3 5QH
Tel (0423) 711667
Regional Manager:
Mrs C. Goodall

Cleveland

Billingham
Guisborough
Hartlepool Branch
Hartlepool Enterprise Branch
Hartlepool West
Hartlepool Seaton Carew
Marske by the Sea
Norton
Redcar Branch
Redcar Guild
Redcar Zetland Lifeboat Museum
Saltburn-by-the-Sea
Teesmouth Branch
Teesmouth (Middlesbrough)
Guild
Yarm and Eaglescliffe

Co Durham

Castle Eden
Chester-le-Street
Consett
Coxhoe and District
Crimdon
Croft, Hurworth and Neasham
Darlington Branch
Durham City
Ferryhill
Middleton St. George
Newton Aycliffe
Seaham
Sedgefield
Spennymoor
Teesdale
Wolsingham

Humberside

Barton on Humber
Beverley
Bridlington Branch

Bridlington Guild
Bridlington Luncheon Club
Broughton and District
Cleethorpes Station Branch
Cleethorpes Branch
Driffeld
Epworth
Flamborough Branch
Flamborough Guild
Flamborough Luncheon Club
Goole
Grimsby Branch
Grimsby Guild
Hornsea
Hull and District Branch
Hull and District Guild
Hull and District Brough
Hull and District Cottingham
Hull and District Hedon
Hull and District Hessle
Hull and District North Ferriby
and Swanland
Humber
Market Weighton
Pocklington
Scunthorpe
Withernsea Branch
Withernsea Guild

Lincolnshire

Boston
Bourne
Caistor
Grantham
Holbeach
Horncastle
Lincoln
Long Sutton
Louth
Mablethorpe Branch
Mablethorpe Guild
Skegness Branch
Skegness Guild
Sleaford
Spalding
Spilsby and District
Sutton on Sea and Trusthorpe
Wainfleet
Woodhall Spa

Northumberland

Alston
Amble Branch
Amble Guild
Alnwick Guild and Luncheon
Club
Berwick-upon-Tweed Branch
Berwick-upon-Tweed Guild
Berwick-upon-Tweed - Wooler
Blyth Branch
Blyth Guild
Blyth - Cramlington
Craster Branch

Branches and guilds from the North East and South West regions are listed, with the names and addresses of Regional Organisers. Branches are always looking for extra helpers to assist with fundraising, and anyone who would like further information on how they can help is warmly invited to contact their Regional Manager.

Craster Guild
Grace Darling Museum at
Bamburgh
Hexham
Newbiggin Branch
Newbiggin Guild
Newbiggin - Ashington
Newbiggin - Bedlington
Newbiggin - Morpeth
North Sunderland Branch
North Sunderland Guild
Ponteland Guild and Luncheon
Club
Stamfordham

North Yorkshire

Bedale
Boroughbridge
Carlton, Snaith and District
Easingwold
Filey Branch
Filey Guild
Harrogate
Helmsley
Hillam and Monk Fryston
Hunmanby
Hutton Rudby
Knaresborough
Lower Wensleydale
Malton
Masham
Nidderdale
Northallerton
Norton
Richmond
Ripon
Robin Hood's Bay
Scarborough Branch
Scarborough Guild and
Luncheon Club
Scarborough Scalby
Scarborough Cayton
Selby
Sherburn-in-Elmet
Skipton
Staithes and Runswick Branch
Staithes and Runswick Guild
Stillington
Stokesley, Ayton and District
Tadcaster
Thirsk
Thornton Le Dale and District
Wensleydale
Whitby Branch
Whitby Guild
Whitby Museum

York Branch
York - Acomb
York - Badger Hill and
Heslington
York - Bishopthorpe
York - Clifton
York - Dringhouses
York - Dunnington
York - Fulford
York - Haxby
York - Heworth
York - Huntington and
Earswick
York - Poppleton Guild
York - Poppleton Luncheon
Club
York - Sheriff Hutton
York - Strensall

Nottinghamshire

Ashfield
Balderton
Carlton
Elston
Farnsfield
Hucknall
Keyworth
Mansfield
Newark
Nottingham & District Branch
Nottingham & District - Beeston
and Chilwell
Nottingham & District - Calverton
Nottingham & District - East
Bridford
Nottingham & District - Lady Bay
Nottingham & District - Wollaton
Retford
Roche and District
Southwell
Vale of Belvoir
Woodthorpe and Arnold
Worksop

Tyne and Wear

Cullercoats and Whitley Bay
Branch
Cullercoats and Whitley Bay Guild
Gateshead
Killingworth
Newcastle-upon-Tyne Branch
Newcastle-upon-Tyne - Benton
and District
Newcastle-upon-Tyne -
Dinnington
Newcastle-upon-Tyne - Gosforth

Ryton
Sunderland Branch
Sunderland Guild
Sunderland - Cleadon
Sunderland - Herrington
Tynemouth Branch
Tynemouth Guild
Tynemouth - South Shields Guild
Tynemouth - South Tyneside
Wallsend
Washington North
Whickham
Whitburn

South Yorkshire

Badsworth
Barnsley
Cawthorne
Conisborough
Doncaster and District
Doncaster and District -
Sprotborough
Mexborough Guild
Penistone
Rotherham and District
Sheffield Branch
Sheffield - Bradley
Sheffield - Fulwood and Ecclesall
Sheffield - Hallam
Sheffield - Upper Don Valley
Sykehouse
Thorne
Wombwell

West Yorkshire

Altofts
Batley
Boston Spa
Bradford and District Branch
Guild and Luncheon Club
Baildon
Bingley
Ilkley
Brighouse
Castleford
Collingham
Dewsbury
Garforth
Golcar
Halifax Branch
Halifax Guild
Halifax Luncheon Club
Halifax Lifeboat Supporters Cttee
Halifax - Calder Valley
Halifax - Elland
Halifax - Ryburn

Heavy Woollen
Heckmondwike
Hepworth and Scholes
Holmfirth
Honley and Brockholes
Horbury
Huddersfield Guild
Huddersfield Luncheon Club
Keighley Branch
Keighley Guild
Kirkburton
Kirkheaton
Leeds Shoreline Branch
Leeds Guild and Luncheon Club
Leeds - Alwoodley
Leeds - Hazlewood Friends
Leeds - Horsforth
Leeds - Redhall (Whinmoor)
Marsden
Meltham
Mirfield
Morley
Normanton
Ossett
Otley
Oulton, Woodlesford and
District
Pontefract
Pudsey
Slaithwaite
South Kirkby
Spenborough
Wakefield Guild
Wakefield - Walton
Wetherby and Linton
Yeadon

Branches listed in previous issues of The Lifeboat:

South East - Autumn 1992
North West - Autumn 1992
Central England - Summer 1992
Wales - Summer 1992
Greater London - Spring 1992
Eastern - Spring 1992

Branches to be listed in future issues: Southern, Scotland, Northern Ireland, Republic of Ireland

Note:
Prior to 1 January 1993 Regional Managers
were known as Regional Organisers

Bookshelf

Continued from page 311

Tales of Old Cornwall

by Sheila Bird

Published by Countryside Books at £4.95
ISBN 1 85306 212 X

Sheila Bird has written eight books with a Cornish theme and the latest is a merry treat. As might be expected this collection of yarns has a strong nautical flavour with stories of smuggling, wrecks - and rescues.

There are 25 tales with titles as diverse as 'Parson Dodge to the Rescue!' and 'Christmas at Truro Workhouse', but of special interest to readers of THE LIFEBOAT are 'The Valiant Lifeboatmen of Padstow' (several outstanding rescues of the 1850's

and 1860's) and 'The Wreck of the New Commercial' (an incident leading to the establishment of Sennen Cove lifeboat station).

Easy to read and entertaining, the book will appeal to anyone who knows or loves Cornwall.

The Hunts and the Hunted

by J. W. MacKintosh

Published by The Pentland Press at £10.50
ISBN 1 872795 67 6

Reminiscences of times past, no matter how tempestuous those times, can often be of only passing interest to those who

were not directly connected with those events.

However, in his account of life at sea during the Second World War, mainly in Destroyers, J. W. (Dick) MacKintosh has a delicacy of touch in his writing which grasps the reader's imagination. He has recall of enough detail to paint a picture in words without obscuring the overall scene and to produce a book which makes fine reading.

A reviewer too young to remember the war found The Hunts and the Hunted fascinating, those with a more personal involvement would undoubtedly find it even more so.

LIFEBOAT SERVICES

Aberdeen, Grampian

D class: July 6

Aberdovey, Gwynedd

Atlantic 21: July 11, 15, 19 (twice) and 24

Abersoch, Gwynedd

Atlantic 21: June 17 (twice), 21 (three times), July 6, 8, 25 (three times), 26 (twice), 29 and 31

Aberystwyth, Dyfed

C class: June 30

Aith, Shetland

Arun ON 1100: July 24

Aldeburgh, Suffolk

D class: June 14, July 8 and 29

Alderney, Channel Islands

Waveney ON 1045: June 23, July 15, 20, 22 and 27

Amble, Northumberland

Waveney ON 1004: June 24, 29 and July 19

D class: June 24, 29 (twice), July 8 and 19

Angle, Dyfed

Tyne ON 1114: June 20, 21 and July 19

Anstruther, Fife

Mersey ON 1174: July 18 (twice)

Appledore, North Devon

Tyne ON 1140: June 15, 24, July 8 (twice) and 9

Atlantic 21: June 20, 21 and July 5

Arbroath, Tayside

Rother ON 1054: June 13 and July 21

Arklow, Co Wicklow

Relief Waveney ON 1029: June 2, 14, July 4 and 27

Arran (Lamlash), Strathclyde

C class: June 2, July 5 (twice), 6, 8, 11 and 29

Arranmore, Co Donegal

Relief Tyne ON 1115: June 2, 13, 14 and 23

Ballycotton, Co Cork

Arun ON 1067: June 9, July 2, 14, 21, 25 and 27

Baltimore, Co Cork

Tyne ON 1137: June 9, 16 and July 6

Ballyglass, Co Mayo

Arun ON 1159: June 21, 23, July 6 and 14

Bangor, Co Down

Atlantic 21: June 13, 20 (twice), 21 (twice), 27, 30 (twice), July 6, 9, 15, 20, 21, 22 and 25

Barmouth, Gwynedd

Rother ON 1063: June 17

D class: June 6, 17, 20, 21, July 18 (twice)

and 31

Barra Island, Western Isles

Arun ON 1143: June 15 and July 13

Barrow, Cumbria

Tyne ON 1117: June 2, 12, July 4, 17 and 31

Barry Dock, South Glamorgan

Relief Arun ON 1071: June 13 and 20

Arun ON 1018: July 1

Beaumaris, Gwynedd

Atlantic 21: June 14, 16, July 1, 4, 5 (twice), 12, 19, 24 and 26

Bembridge, Isle of Wight

Tyne ON 1126: June 19, July 9, 21 and 26 (twice)

D class: June 18, 22, July 1, 3 and 21

Berwick-upon-Tweed, Northumberland

Atlantic 21: June 15, 28 and July 8

Blyth, Northumberland

Waveney ON 1079: June 9, 10, 11 and 30

D class: June 10 and July 28

Borth, Dyfed

D class: July 31

Bridlington, Humberside

Mersey ON 1124: June 7, 14, 17, July 1, 4 (twice), 16 and 30

D class: June 6 (three times), 7, 17, 21, 28, July 19 and 26

Brighton, East Sussex

Atlantic 21: June 2, 3, 11, 20, 21 (twice), 29 (twice), July 4, 25, 26 and 31

Broughty Ferry (Dundee), Tayside

D class: June 11, 14, July 11 and 15

Buckie, Grampian

Arun ON 1093: June 6, 13, 21, 23, July 2, 6, 15 and 16

Bude, Cornwall

D class: June 8, 12, 28 and 30

Burnham-on-Crouch, Essex

D class: June 4, 14, 18, July 18 (twice), 24 and 30

Burry Port, Dyfed

D class: June 19, 20, 21, July 1, 14, 16, 17 (twice) and 20

Calshot, Hampshire

Relief 33ft Brede ON 1090: July 22 and 26

Campbeltown, Strathclyde

Arun ON 1059: June 7, 14, 19, 22, July 7, 16 (twice), 24 and 27

Clacton-on-Sea, Essex

Atlantic 21: June 3, 12, 20, 23, July 4, 5 (twice), 13, 18, 19, 26, 28 and 29

D class: July 6, 10 and 30

Cleethorpes, Humberside

D class: June 3, 8, 21, 27, 28, 30, July 11, 12, 17, 19, 22 (twice), 23 and 25

Conwy, Gwynedd

D class: June 16, 21 and July 31

Courtown, Co Wexford

D class: July 5, 11, 12, 15 and 26

Craster, Northumberland

D Class: July 26

Criccieth, Gwynedd

C class: June 18 (twice), 21, July 8, 12, 15, 16, 17 (twice) and 25

Cromer, Norfolk

Tyne ON 1097: June 10, July 20 and 29

D class: July 17

Cullercoats, Tyne and Wear

Atlantic 21: June 28, July 2 (twice), 11, 12, 16, 19 and 25

Donaghadee, Co Down

Arun ON 1107: June 14 (twice) and 26

Douglas, Isle of Man

Tyne ON 1147: June 5, July 7, and 8 (twice)

Dover, Kent

Relief Arun ON 1081: June 13, 22, 29, 30, July 11, 12 and 17

50ft Thames ON 1031: July 19, 23 and 29

Dunbar, Lothian

Relief 48ft 6in Solent ON 1019: June 8, 17 and July 12

D class: June 17 and July 12

Dun Laoghaire, Co Dublin

Waveney ON 1036: June 12, 21, 24, 25, 28 and July 27

D class: June 20, 28, 30, July 2, 7 and 27 (twice)

Eastbourne, East Sussex

Rother ON 1055: June 7 (three times), 11, July 4, 11 (twice), 20, 21 and 23 (three times)

D class: June 12, 16, 17, 18 (twice), 20, 22, 29, July 4, 10, 18 (twice), 19 (three times), 22, 23, 24 (three times) and 27

Exmouth, South Devon

33ft Brede ON 1088: June 11, 29, July 13 and 17

D class: July 5, 6, 16, 21 and 24

Eyemouth, Borders

Waveney ON 1026: June 14, July 5 and 30

Falmouth, Cornwall

Arun ON 1058: June 3, 5, July 3, 5, 11 and 20

Atlantic 21: June 15, 25, July 5, 12 and 20

Filey, North Yorkshire

Mersey ON 1170: June 16, 20, 23, July 1 (twice), 3, 4, 21 and 27

D class: June 20, 25, July 1, 3 and 12

Fishguard, Dyfed

Arun ON 1076: July 17, 23, 25 and 27

Flamborough, Humberside

37ft Oakley ON 972: July 4

Fleetwood, Lancashire

Tyne ON 1156: July 9 and 19

D class: June 7, July 1 and 5

Fowey, Cornwall

Waveney ON 1028: June 19

Relief Waveney ON 1003: July 11

Fraserburgh, Grampian

Tyne ON 1109: June 25 and July 23

Galway Bay, Co Galway

Arun ON 1118: June 9, July 1, 2, 30 and 31

Girvan, Strathclyde

Relief 33ft Brede ON 1105: June 7 (twice), 8, July 5 and 16

Great Yarmouth and Gorleston, Norfolk

Waveney ON 1065: June 7 and 19 (three times)

D class: June 14 and July 21

Happisburgh, Norfolk

D class: June 14 and July 21

Hartlepool, Cleveland

Relief Waveney ON 1001: June 12

Waveney ON 1044: June 26, July 11, 23 and 26

Atlantic 21: July 30

Harwich, Essex

Waveney ON 1060: June 13, 14, 17, 24, 30, July 9, 15 and 19

Atlantic 21: June 6, 10, 13, 14 (twice), 17, 21, 30 (three times), July 1 (twice), 9 (twice), 11, 18 (twice), 27 (twice) and 31

Hastings, East Sussex

Mersey ON 1125: June 13 and July 20

D class: June 16, 20 (twice), July 14, 21, 27 and 31

Hayling Island, Hampshire

Atlantic 21: June 5, 16, 18, 21, July 5, 11 (three times), 12, 19 and 21 (twice)

Helensburgh, Strathclyde

Atlantic 21: June 3, 17, July 3, 7, 17, 25 (twice) and 26

Holyhead, Gwynedd

Tyne ON 1095: June 6, 7, 21, 25, July 1, 15, 17 (twice) and 25

D class: June 27 and July 15

Horton and Port Eynon, West Glamorgan

D class: June 13, 26, 28, July 12, 15, 19, 27 and 29

Howth, Co Dublin

Arun ON 1113: July 26 and 27 (twice)

D class: June 9, 28 and July 27

Hoylake, Merseyside

Mersey ON 1163: July 12 and 21

Humber, Humberside

Arun ON 1123: June 3, 5, 6, 8, 12, 27, July 2, 3, 4 (three times), 25 and 30

Hunstanton, Norfolk

Atlantic 21: June 6, 29, July 1, 5, 10, 12 and 19

Ilfracombe, North Devon

Mersey ON 1165: June 23, July 25, 26 and 28

D class: June 13, 25, 28, July 17 (twice), 18, 19 and 21

Invergordon, Highland

Waveney ON 1033: June 7 and July 30

Islay, Strathclyde

50ft Thames ON 1032: June 10 and 11

Relief Arun ON 1077: June 18

Kilmore Quay, Co Wexford

Relief 37ft Oakley ON 976: June 25

Kinghorn, Fife

C class: July 10 and 19 (twice)

Kirkcudbright, Dumfries and Galloway

Atlantic 21: June 20

Kilkeel, Co Down

D class: June 13 and July 14

Atlantic 21: July 5, 8 and 27

Largs, Strathclyde

Atlantic 21: June 16, 21 (twice), 29, July 12, 15 (twice) and 30

Lerwick, Shetland

Relief Arun ON 1057: July 22

JUNE AND JULY 1992

Little and Broad Haven, Dyfed
D class: June 12, July 12, 16 and 23
Littlehampton, West Sussex
Atlantic 21: June 6, 19, 20, 23 (twice), 28 and July 19
Littlestone-on-Sea, Kent
Atlantic 21: June 16, 17, July 19 and 28
The Lizard, Cornwall
Tyne ON 1145: June 5
Relief Tyne ON 1142: June 30, July 17 and 28
Llandudno (Orme's Head), Gwynedd
Mersey ON 1164: June 18 and July 12
D class: June 14 (twice), 18, 23, 28, July 5, 12 (twice), 15 and 27
Lochinver, Highland
Arun ON 1144: July 18
Longhope, Orkney
Relief Tyne ON 1133: June 14
Tyne ON 1138: June 23
Looe, Cornwall
D class: June 19, July 27, 28 and 29 (twice)
Lough Swilly (Buncrana), Co Donegal
Atlantic 21: June 7, 18, 27, July 14 (twice)
Lowestoft, Suffolk
Relief Tyne ON 1122: June 7, 13, 19 (three times), 20 and 28 (twice) and 31
Lyme Regis, Dorset
Atlantic 21: July 11, 24, 25 (twice), 30 and 31
Lymington, Hampshire
Atlantic 21: June 7, 14, 16, and 27
Lytham St Annes, Lancashire
Tyne ON 1155: June 18 and July 31
D class: June 18, July 20, and 31 (twice)
Mablethorpe, Lincolnshire
D class: July 19
Macduff, Grampian
Atlantic 21: June 8 and July 31
Mallaig, Highland
Arun ON 1078: June 21, 26, July 5, 25 (three times), 30 and 31
Margate, Kent
Mersey ON 1177: June 29, July 12, 19 (twice), and 31
D class: June 24, July 8, 10, 11, 19, 23, 28 and 30
Marazion, Cornwall
D class: July 19 and 31
Minehead, Somerset
Atlantic 21: June 6 and 24 (twice) and July 5
D class: June 6 and July 5
Moelfre, Gwynedd
Tyne ON 1116: June 11, July 1 (twice), 2 and 19
D class: June 11, 13, 21, July 4 and 19
Morecambe, Lancashire
D class: June 29, 30 and July 31
Mudford, Dorset
Atlantic 21: June 13 (twice), 17, 19, 28, 29 (twice), July 17, 18, 19 (twice), 20, 25 and 31
The Mumbles, West Glamorgan
Tyne ON 1096: June 21 and July 27
New Brighton, Merseyside
Atlantic 21: June 3, 6, 11, 17, 28, July 4, 8, 17, and 19 (twice)
Newcastle, Co Down
37ft Oakley ON 974: July 19
Newhaven, East Sussex
Arun ON 1106: June 28, July 4 (twice), 9, 12, 19, 22 and 31
Newquay, Cornwall
C class: June 1, July 4, 22, 27 and 30
New Quay, Dyfed
D class: June 9, 27, (twice), 28 and 29
North Berwick, Lothian
D class: July 15, 18 and 26
North Sunderland, Northumberland
Relief Mersey ON 1169: June 13
Mersey ON 1173: July 4, 12, 19 and 29

D class: June 20, July 12 and 19
Oban, Strathclyde
33ft Brede ON 1102: June 3, 5 (twice), 6, 7, 10, 12, 25, 30, July 4, 11, 16, 17, 18, 19, 22 (twice) and 29
Padstow, Cornwall
Tyne ON 1094: June 8 (twice), 18, July 5 (three times), 8, 11 and 19
Peel, Isle of Man
Relief Mersey ON 1148: June 22, July 6, 9, 12, 18 and 28
Penarth, South Glamorgan
D class: June 7, 13 (twice), 14, 15, 20, 22, 28, July 1, 8, 12 and 19
Penlee, Cornwall
Arun ON 1085: June 5, 7, 16, 21, 23, July 23 and 30
Peterhead, Grampian
Tyne ON 1127: June 2, 20 and July 10
Plymouth, South Devon
Arun ON 1136: June 14, July 4, 20, 22, 23 and 25
Poole, Dorset
33ft Brede ON 1089: June 28, July 3, 5 (twice), 7, 23, 24, 25, 26 and 30
Relief 33ft Brede ON 1090: June 7 and 23
Boston Whaler: July 5 (twice), 12, 17, 25 (twice), 26 and 30 (twice)
Atlantic 21: June 4, 11 and July 3
Portaferry, Co Down
Atlantic 21: June 16 and 27, 28 and July 10
Porthcawl, Mid Glamorgan
D class: June 5, 16, 20, 28, July 3, 18 and 25
Porthdinllaen, Gwynedd
Tyne ON 1120: July 16, 17 and 23
Port Isaac, Cornwall
D class: June 4, 18, July 11, 12, 13, 15, 20, 26, 30 and 31
Portpatrick, Dumfries and Galloway
Tyne ON 1151: June 21 (three times), 26 July 13 and 26
Portree, Isle of Skye
Relief Waveney ON 1042: June 2, 5, 13, 18 and July 19
Portrush, Co Antrim
Arun ON 1070: June 4, 22, 24 July 8, 19, and 30 (three times)
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: June 20 and 21, July 5, 25 and 27
D class: July 12 and 16
Port St Mary, Isle of Man
Relief Arun ON 1077: June 6
Arun ON 1051: July 12, 24 and 28
D class: June 27 and July 12
Port Talbot, West Glamorgan
D class: July 4 and 30
Pwllheli, Gwynedd
Mersey ON 1168: July 25 and 31
Queensferry, Lothian
Atlantic 21: June 5, 20, 21, July 5, 19 and 23
Ramsey, Isle of Man
Mersey ON 1171: June 6, 8, July 12 and 22
Ramsgate, Kent
Tyne ON 1154: June 9, July 1, 5 (twice), 11, 17, 18, 20 (twice), 21 and 25
Atlantic 21: July 2, 5, 7, 18 (twice), 21 and 30
Red Bay, Co Antrim
C class: June 14, 21 and July 27
Redcar, Cleveland
Atlantic 21: June 4, 13, 25, 26 and 28 (twice), July 13 (twice), 25, 26 (twice) and 27
D class: June 13
Rhyl, Clwyd
Mersey ON 1183: July 12, 14 and 17
D class: July 14, 19, 29 and 30
Rosslare Harbour, Co Wexford
Arun ON 1092: June 2
Relief Arun ON 1160: July 5 and 31

Rye Harbour, East Sussex
C class: June 29, July 6, 14 and 24
St Abbs, Borders
Atlantic 21: July 19 and 27
St Agnes, Cornwall
D class: June 14, July 2, 21 and 26
St Bees, Cumbria
C class: June 22
St Catherine, Channel Islands
Atlantic 21: June 13, 19, 25, July 1 and 31
St Davids, Dyfed
Relief Tyne ON 1146: June 13, 17, July 17 and 18 (twice)
St Helier, Channel Islands
Tyne ON 1157: June 1, 26, July 9, 12, 14, 16, 17, 23, 25, 30 and 31
St Ives, Cornwall
Mersey ON 1167: June 15, 29, July 9 and 31
C class: July 3, 6, 9, 10, 25 and 30
St Mary's, Isles of Scilly
Arun ON 1073: June 15 (twice)
Relief Arun ON 1086: July 5 (twice) and 29
St Peter Port, Channel Islands
Arun ON 1025: June 7, 9, 16, 23, 29, July 4, 6, 11 (twice) and 22
Salcombe, South Devon
Tyne ON 1130: June 8, 15, 16, 20, 23 and 27
Relief Tyne ON 1142: June 1 and 6
Scarborough, North Yorkshire
Relief Mersey ON 1169: June 4 (twice)
Mersey ON 1175: June 18, 19, July 20
D class: July 20
Selsey, West Sussex
Tyne ON 1074: July 7, 11, 13, 19, 20 and 25
D class: July 2, 12, 19 and 28
Sennen Cove, Cornwall
Mersey ON 1176: June 17, 22, 23, July 21, 24, 25, 28 and 31
Sheerness, Kent
Relief Waveney 1002: June 15, 16, July 1 and 18
D class: June 3 (twice), 15, July 1 (twice), 9 (twice), 17, 23 (twice), 27, 30 and 31
Sheringham, Norfolk
Atlantic 21: June 10, 18 and 25
Shoreham Harbour, West Sussex
Tyne ON 1158: June 9, 21 (twice), July 1, 4 and 21
D class: June 1, 16, 21, 28, July 1, 5 (twice), 6 and 29
Silloth, Cumbria
Atlantic 21: June 3 and July 5
Skegness, Lincolnshire
Mersey ON 1166: June 9, July 5 and 17
D class: June 10, 27, July 17, 20, 27 (twice), 28 and 30
Skerries, Co Dublin
D class: June 28 (twice), July 6 and 26
Southend-on-Sea, Essex
D class: June 10 (twice), 16, 28, July 2, 4 (three times), 27 and 31 (three times)
Atlantic 21: June 14 (six times), 16, 20 (twice), 21 (three times), 24, July 1, 5, 11 and 12
Southwold, Suffolk
Atlantic 21: July 1 (twice), 19 and 22

Lifeboat Services

June and July 1992

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

LIFEBOAT SERVICES

June and July 1992

Continued

Staithe and Runswick, North Yorkshire
Atlantic 21: June 20 and 28

Stornoway (Lewis), Western Isles

Arun ON 1098: June 5, 20, 23, July 7, 9 and 22

Stranraer, Dumfries and Galloway

D class: June 20, July 18 and 25

Stromness, Orkney

Relief Arun ON 1103: June 17

Sunderland, Tyne and Wear

Relief Waveney ON 1001: June 24, 27, July 2, 3, 22 and 26

Waveney ON 1043: June 26

D class: June 13, 26 and July 22

Swanage, Dorset

Mersey ON 1182: June 6, 12, 19, July 11, 19, 20, 23, 24 (twice), and 25

Teesmouth, Cleveland

Tyne ON 1110: June 9, 28, July 7, 11, 21 and 29

Teignmouth, South Devon

Atlantic 21: June 6 (three times), 7, 13, 15, 19, 21, 27 (twice), July 2, 12 and 28

Tenby, Dyfed

Tyne ON 1112: June 12, 20, 21, 28, July 7, 16, 18 and 26

D class: June 1, 2, 17, 20, 21 (three times), 28, July 4, 6, 7, 13, 14, 26, 27, 29 and 31 (twice)

Thurso, Highland

Arun ON 1149: June 3 (three times), 10 and 15

Relief Arun ON 1103: July 3 and 30

Tighnabruaich, Strathclyde

D class: July 11, 19 and 22

Tobermory, Strathclyde

Arun ON 1052: June 13, 15, July 1, 6, 7, 8, 23, 27 (twice) and 31

Torbay, South Devon

Arun ON 1037: June 6, 27, July 4 and 21

D class: June 13, July 2, 4, 7, 11 and 29

Tramore, Co Waterford

D class: June 1, July 19 and 28

Trearddur Bay, Gwynedd

D class: June 20, 21, July 5, 14 and 15

Troon, Strathclyde

Arun ON 1134: June 2, 8, 12, 26, July 8 and 28

Tynemouth, Tyne and Wear

Arun ON 1061: June 10, July 10 and 19

D class: June 13, July 16 and 19

Walmer, Kent

Atlantic 21: June 14, 24 and July 5

D class: July 21

Walton and Frinton, Essex

48ft 6in Solent ON 1012: June 4, 24, July 2, 4, 5, 12, 21 and 28

Wells, Norfolk

Mersey ON 1161: June 18 (twice), 28 (twice) and July 4 (three times)

D class: June 9, 28 (twice), 30 (twice), July 5, 11 and 30 (twice)

West Kirby, Merseyside

D class: June 17, July 3, 21 and 31

West Mersea, Essex

Atlantic 22: June 8

Atlantic 21: June 8, 10, 20, 26, July 5 (five times), 7 (twice), 10, 11 (three times), 12 (twice), 18, 19 (twice), 25, 27, 28 and 29 (twice)

Weston-super-Mare, Avon

Atlantic 21: June 7, 20 and July 1

D class: June 11, 21, 25, July 16 and 31

Weymouth, Dorset

Arun ON 1049: June 7, 16, July 16, 22 (twice) and 23

Whitby, North Yorkshire

Tyne ON 1131: June 11, 13, 15, 21, 25, 29, 30, July 11, 18, 21 and 31

D class: June 12, July 18, 19 (twice), 26 (four times) and 28

Whitstable, Kent

Atlantic 21: June 7, 10, 17, 20 (twice), 24, July 1, 4, 8, 11 (three times), 12, 18 (three times), 19 (four times), and 27 (twice)

Wick, Highland

Tyne ON 1121: June 3

Relief Tyne ON 1133: July 19

Wicklow, Co Wicklow

Tyne ON 1153: June 21, July 2, 20 and 28

Withernsea, Humberside

D class: June 16, 21, 28, 30 (twice), July 13, 15 and 26

Yarmouth, Isle of Wight

Relief Arun ON 1086: June 5, 10 and 18 Arun ON 1053: June 27 (three times), 29, July 6, 11 (twice), 17 (twice), 18 (twice), 27, 30 and 31 (twice)

Youghal, Co Cork

Atlantic 21: June 10, 25, July 4, 5 (twice), 21 and 22

Lifeboats on Passage

FAB 3 ON 1179: June 25 and July 9

Waveney ON 1028: July 8

Lifeboats on Trials

Mersey ON 1172: June 20 (twice)

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Some ways of filling the coffers...

In Brief

TO MARK his 50th birthday, Vincent Magrath of Tamworth asked that instead of presents his fellow Rotarians and friends give their money to the RNLI. Chairman of Tamworth ladies' guild, Marion Appleby-Matthews, was invited to Vincent's birthday party and was presented with a cheque for £516.

LOCALS and regulars at the Black Horse public house in Tunbridge Wells have been busy raising money and George Johnstone, organiser of the weekly tote, handed over a cheque for £1,270.79 to Kathy Hubbard, area organiser for the South East.

IN OCTOBER 1991 the Thetford branch was reformed, and in less than a year the revenue was treble that of the previous branch. A very successful flag day and various fundraising events resulted in £1,500, and the RNLI flag is kept flying in the Thetford area.

A FLOAT which Mrs D. Chandler entered in Exmouth's local carnival procession last summer won a highly commended certificate and collected the most money – approximately £250, half of which was donated to the RNLI. (The float is available on loan to other RNLI branches and guilds, enquiries via the Editor please)

SIR DAVID and Lady Mackworth kindly provided their garden for a successful coffee morning and market last August on behalf of the Hayling Island branch. Lady Mackworth's enthusiasm enabled her to recruit the help of family and friends, raising £692. In addition £243 worth of souvenirs and Christmas cards were sold to the 300 guests.

LAST summer was a busy one for Walton and Frinton ladies' guild – a coffee morning held at the home of Mr and Mrs Harry Stokes raised £227 and a stand at a country fayre over the August bank holiday weekend produced a total of £300, despite the bad weather and the danger of the marquee blowing away! The guild were also given the use of a shop in Frinton-on-Sea for lifeboat week and sold souvenirs and handicrafts amounting to £1,445.

AN UNUSUAL fundraising idea first reported in this magazine a few years ago, was taken up by Woodbridge and District branch last summer. With the support of Mike Coleman, landlord of the Plough Inn, Sutton, raffle tickets enabled supporters to buy a plot in the field at the back of the pub. A cow, provided by Sir Anthony Quilter of Sutton Hall, was let loose although it was a nail-biting hour later that she fertilised the winning plot! RNLI funds benefitted by £1,203.

AN EMERGENCY services day at Llandudno saw fifteen services parade along the promenade, enabling the public to see them all in action. The day ended with a lifeboat/helicopter exercise and £1,200 was added to the Llandudno ladies' guild funds. During the afternoon Llandudno Sailing Club presented Richard Polden, deputy regional organiser for Wales, with a cheque for £150.

Great Little Railway



For the past 16 years the Tal-y-Llyn Railway Company, one of the famous Great Little Railways of Wales, has allowed the Tywyn branch to run a special summer evening train – which is pictured here at Abergynolwyn station last July.

The Powys Male Voice Choir, under

the direction of Tecwyn Jones, sang for the passengers who made the special journey to the station to hear the glorious sound of Welsh voices set in the beauty of the Snowdonia National Park

Since its inception this annual event has raised more than £5,000 for the RNLI.

Little and large

Flag day dawned cloudy for the Appledore branch and soon developed into rain, which plagued most of their summer activities.

However, all was not lost. Their star supporter, chairbound Mandy Parsons, was fighting fit and determined to break her fundraising record. Patrolling the promenade at Instow in her wheelchair until 9.30pm she managed to raise an amazing £172.58 towards the overall total of £2,266.

Appledore's rescue demonstration included the launch of a radio-controlled model of the Tyne class *George Gibson* from the slipway. 'Little George' was built by Terry Amey, who sailed it alongside the full-size boat. A cheque was later presented to Appledore branch by Mr Amey.

Dinghies go a-Rovering

A group of businessmen 'dinghied' non stop from Calais to Marseille to raise more than £9,000 for the RNLI.

The businessmen, all regulars at The Fleece Inn, Holme, near Huddersfield, covered 850 miles and negotiated 214 canal locks.

Land Rover Finance provided them with a Land Rover Discovery to act as a back-up and team support vehicle during the four-day event.

Busy St Bees

The ladies' guild at St Bees is proud to have a lifeboat station in their village, and the gala the ladies organised for Sunday 12 July was planned to be the biggest ever.

For weeks beforehand the sun shone and fingers were crossed, but faces fell on Saturday 11 July in the rain and gale force winds. Sunday morning fared little better, and stalls were set up as a Force 6 wind whipped the canopies. However, as the morning progressed the weather relented and by the time the exercise with Workington and St Bees lifeboats was in full swing, the sun was shining.

Children were bouncing on the bouncy castle, the fortune teller never stopped, the bands played, the dancers danced, ice cream cornets were licked and excited children watched the magician perform his magic. It was quite a day after all and resulted in £2,500 being raised for the hardworking ladies of the guild.

Heavy work!

During Upminster branch's 1992 Lifeboat Week Terry Wiffen collected £691.92 – including £225.10 on lifeboat day itself, of which £119.93 was in just one box!

A Lifeboat Week helper for many years, Terry uses some of his holiday and has in the last four years collected the remarkable sum of £2,501.

GPT to the rescue



Employees of the Poole-based telecommunications company GPT recently donated £300 to the Institution. The money will be used to purchase much needed protective clothing for lifeboatmen.

Brian Woolgar from GPT is pictured

presenting the cheque to Bob Doak, a crew member of Poole lifeboat. Bob works in the fundraising and membership department at RNLI headquarters in Poole – when he isn't dashing off to the sound of a bleeping pager!

Memorial run

The Craven Old Wheels Society's second annual Skipton to Whitby run in aid of the RNLI took place in June.

Last year's event was dedicated to the memory of the late regional organiser Brian Stevenson, with whom both the Whitby lifeboat station and the society had had a long and warm relationship. The event was sponsored by Great Mills Stores and realised £560.

While on his way to join the rest of the Craven Old Wheels Society on their historic vehicle run and display, Norman Cawood, driving a 1922 American Overland, was surprised and not a little alarmed when his journey was interrupted by a car which overtook and then abruptly braked in front of him. A very large man emerged and stalked up to the open car, thrust a £20 note into Mr Cawood's hand, saying he should add it to the collection for the RNLI!

Promises, promises...

Promises helped to raise £1,600 for the Welshpool and District ladies' guild.

At a cheese and wine evening auctioneer Jim Evans, husband of the guild's chairman, proved very persuasive in extracting such an impressive sum from the audience. Members and friends had promised anything from baby-sitting to flights over Welshpool, from cake-making to champagne, and the generous bidding turned all the promises into hard cash.

South West Lifeboat Tattoo

Antony House, Torpoint was a magnificent venue for the first Lifeboat Tattoo on 5 September 1992.

It had taken the organising committee from Rame Peninsula branch two years to plan and sighs of relief were heard all over Cornwall and Devon when the day dawned bright and fair!

With the arrival in the arena of Ian Stirling aboard Pirate FM Radio's helicopter the Tattoo got underway, with the children's nautical fancy dress parade the first event into the arena, followed by many varied displays. The Cornwall Fire Brigade gave an impressive display, the Royal Marines free-fall parachute team caused great excitement and ratings from HMS Raleigh provided a boat rigging display and competition.

Apart from arena events there were exhibits, arts and crafts, services displays and stands, pony rides and catering – all contributing to a happy afternoon for visitors.

The culmination of the Tattoo was the moving ceremony of beating retreat by the Band of HM Royal Marines Flag Officer Plymouth, during which the band provided the first public performance of the new RNLI march 'The Lifeboatmen', commissioned by the Rame Peninsula branch. The composer, Trevor Brown of the Royal Marines School of Music, presented a framed plaque containing the music to Brian Williams, branch chairman, who will present it to the RNLI's committee of management for future use of the Institution and all lifeboatmen. *(A recording of the march will be available later in the year – details in a later issue)*

Judging by letters and calls to the organisers the Tattoo was greatly enjoyed and will long be remembered.

Stacey's swim

Twelve-year-old Stacey Kidd from Ashford in Kent has taken part in Swimsafe UK for the second year running, raising approximately £40 for the lifeboat service.

At the start of Swimsafe 91 Stacey could swim just over a length, but through sheer determination and hard work she improved her performance by completing 44 lengths and raising £32 in sponsorship. For Swimsafe 92 Stacey excelled herself by completing 74 lengths (just over a mile) in 80 minutes – only stopping because the pool was closing. Stacey's parents are members of Ashford branch.

Youthful enthusiasm

Talented nine-year-old Robert Charlton of Beaumaris has raised more than £80 for the RNLI with his model lifeboat made out of cardboard.

Robert has a special reason for supporting the lifeboat service. His father, Keith, is helmsman of Beaumaris lifeboat and his late 19-year-old brother Darren was a crew member of that boat.

Robert's aim was to fill the model boat with coins and, together with a raffle, he collected a magnificent £82.50. His model went on show during Beaumaris lifeboat day at the end of August but unfortunately wet weather meant Robert's model had to be dis-

mantled when the rain made his creation distinctly soggy round the edges!

Hawthorns Preparatory School decided to have a Thanksgiving Service and donated £203.80 to lifeboat funds. The First School at Betchworth Village has only 40 pupils, some of whom visited Cornwall and saw a lifeboat last summer, but their sponsored stamp collecting exercise before the Harvest Festival raised £119 for the lifeboats. Twenty-five schools in Reigate and Redhill branch area regularly see RNLI videos and buy souvenirs.

Optional assistance

Thanks to readers of *THE LIFEBOAT*, voluntary workers, readers of the CSMA magazine *Motoring and Leisure*, Royal Bank of Scotland Mastercard holders and many others – not to mention the staff of the RNLI Central Fundraising department who have counted the BPOption vouchers – the first Resusci Ann torso has been obtained for crews to use for resuscitation training purposes.

It took 15,000 vouchers to obtain Resusci Ann Mk I and II and we are well on the way to obtaining Mk III.

Please continue to send your unwanted vouchers to Gill Cull, Central Fundraising Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Reborn and revitalised

Since its rebirth in 1988 the Plympton branch has encountered its share of problems such that only three of the original committee members remain. However over the past two years a number of younger committee members have been recruited, and the branch is now beginning to benefit from their youth and vigour.

A fashion show organised recently by a young lady member raised well in excess of £400, and proved so popular that it may become an annual event.

On their bikes



Port Isaac crew members Richard Hambly and Greg Hingley raised £528 by cycling over 250 miles round Cornwall, visiting every Cornish lifeboat station.

The seven-day trek started at Bude and Richard and Greg were accompanied all the way by Jamie Hunter as a support driver and fundraiser. All three were grateful for the welcome, encouragement

The Soapy Suds

David Lewis and Michael Stone from Penclawdd, Swansea, both members of the RNLI's Storm Force junior membership scheme, decided to raise money for the RNLI. Enlisting the help of three friends, Glenn Vaughan, Paul Phillips and Adam Thomas, they formed a group of car washers called The Soapy Suds.

After two weeks of washing cars at 50p per car, including the local ice cream van 'Alan the Icecream' (who gave them a bonus of ices and lollies) the hardworking lads raised £42.50 to be put to use in 'providing new lifeboat technology'.

Locks of money!

David Groom had been growing his hair and beard for over 35 years, and when he decided to have it all taken off for charity he had no doubts about which one should benefit!

The licensees of the Wig and Fidgett in Boxted, Colchester, organised a fundraising evening for Colchester branch during which Mr Groom was shaved and shorn of his locks by hairdresser Sarah Youngman.

Together with sponsorship money obtained by David the evening's fun resulted in just over £390 being raised for the lifeboat service.

and donations they received from every one of the 14 stations.

The three are pictured sitting in the Port Isaac lifeboat with David Castle (left) secretary of the station, after presenting the cheque to Vic Hingley, chairman of the lifeboat committee.

Photo Clemens Photography

In Brief

THE ANNUAL Cherbourg Rally held by the **Backwell and District** branch raised just over £520 – a record for the event. With the permission of P&O ferries Volvo draw tickets were sold to passengers and crew of the *Pride of Cherbourg*. Much publicity for the work of the Institution was given by the Master (Captain Walford) who addressed the passengers over the PA system. The shore-support committee members remained at Camper and Nicholsons marina in Gosport and were invited by the manager, Norman Collins, to sell tickets to the yachtsmen there.

THE ANCHOR Inn, Oldbury-on-Severn was the venue for an annual supper and raffle held in aid of the RNLI. The organiser, Philip Jones, a local salmon fisherman, presented Keith Graham, coxswain of Exmouth lifeboat with a cheque for £459 for the Exmouth branch and thanks were given to the proprietor of the inn, Mr M.J. Dowsdeswell and his staff, for their continuing help and support. £40.50 was also raised when Dave Bennett guessed the weight of the first salmon taken out of the river Severn last season and donated the proceeds to the **Thornbury** branch.

A RECORD flag day collection of £12,020.87 has been reported by **Eastbourne** branch.

MEMBERS of **Nuneaton** branch attended the local fire station's open day and with the aid of a publicity boat sales of souvenirs and Volvo raffle tickets raised over £415.

THE READING branch of the British Sub-Aqua Club raised £500 from its annual three-milesponsored swim down the River Thames. The money will be used to help cover the maintenance of the four lifeboats funded by the British Sub-Aqua Club.

DESPITE uncertain weather the crowds came to the annual harbour fete and the ladies of **North Sunderland** guild were well pleased with the resulting £10,644 which was raised. Viscount Ridley KC, Lord Lieutenant of Northumberland, opened the fete and was presented with a salmon from young Rebecca, daughter of crew member Michael Douglas.

PART of the money collected by staff of the Anglo American Insurance Company in a 'give as you earn' scheme was presented to Robert Kemp, coxswain of **Walton and Frinton** lifeboat, in the form of a cheque for £2,200. Just as the cheque was being presented the lifeboat was called out on a service – two yachts had capsized and one was in danger of being sucked under the pier. The inshore lifeboat at nearby Clacton-on-Sea, appropriately named *Institute of London Underwriters*, attended one of the vessels.

THE LEO Club of Poole has presented the RNLI with a cheque for £500 to cover the cost of the VHF radio fitted to the relief Mersey class lifeboat *Bingo Lifeline*.

A CHEQUE for £2,000 was presented by the **Walton and Frinton** ladies' guild to their lifeboat coxswain Robert Kemp in October. The money had been raised since the guild paid £8,000 for an engine to be fitted to the station boarding boat last January and brings the total raised to £36,700.

Bobby MacLeod Appeal

A landmark in the appeal fund for Tobermory boathouse was reached on 30 September. On that date the £50,000 point was reached, and the fund now stands at £50,280.

The appeal, co-ordinated by station honorary treasurer Dougie MacNeillage, was started in January 1991 in memory of the late Bobby MacLeod, life president, former crew member and honorary secretary of Tobermory lifeboat. Bobby, a well-known Scottish dance leader was instrumental in the reopening of the station in 1990.

Numerous fund raising events have been held, including a dance organised by band-leader Jimmy Blue (which raised £5,000), a round Mull jet ski (£450), two lifeboat days (£6,200), tremendous support from yacht clubs, shipping companies, members of the public and many anonymous donors,

The release of a cassette of a BBC programme 'Tribute to Bobby MacLeod' by Jim Johnston and his band has so far realised £1,000.

Two cheque boost



While the prototype FAB 3 was paying a visit to Castletown Harbour on the Isle of Man in August the event was marked by the presentation of two cheques to the RNLI.

Stephen Foulkes (right in the picture) presented £500 to Richard Baker (second from right), chairman of Castletown branch. Stephen raised the money through sponsorship of his run in the London Marathon, which he completed in 3 hours, 22 minutes.

The other cheque for £1,700 was presented by Chris Beauman (left) to Mike Houchen, staff coxswain aboard FAB 3. Chris is managing director of the Beauman companies and one of the main sponsors

History at Staithes

History was made in the tiny coastal villages of Staithes and Runswick Bay on Saturday 8 August, a day that was already important to the villagers as it was Lifeboat Day.

The morning's proceedings were at Runswick Bay, where a large crowd enjoyed the fundraising activities and witnessed pipe and marching band displays and helicopter/lifeboat exercises.

However in the afternoon the events switched to Staithes, for the official opening ceremony which was to be performed by a well-known sporting personality, now retired. This was none other than Desert Orchid, the famous racehorse. It is safe to say that never before in the Institution's history has a lifeboat day been opened by a horse, unless of course you know differently!

Unfortunately the heavens opened and the crowds began to disperse although the day still managed to raise in excess of £5,000. Staithes and Runswick branch are grateful to owner Richard Burridge and to Desert Orchid.

Two by two

Two friends from their university days, Stewart Goold and Jonathan Prince, biked it from Land's End to John O'Groats for charity.

The two fought constant leg pains for 11 days of near-continuous rain and north-westerly gales to cover the 855 gruelling miles and were very relieved when Jonathan's parents unexpectedly greeted them at the journey's end with a bottle of bubbly and a car to whisk them back to London.

Jonathan was sponsored for the RNLI who benefited by £500 and the British Olympic Disabled Association received a similar sum from Stewart.

In Brief

BRANCH members at **Ferndown** took part in the town's carnival procession last year. After towing a D class lifeboat round the town, they manned an exhibition and souvenir stall at the show ground to raise further funds.

DESPITE inclement weather the Dickens Festival organised by **Medway** branch raised £254. Eileen Allison, the honorary treasurer, suffered from 'rising damp' in her period costume but a good time was had by all.

THE NEW **Sutton Coldfield** branch is maintaining the tradition of enthusiastic fundraising set by the former ladies' guild. Well-attended events helped to bring the end-of-year total to £10,000.

AFTER completing the Glasgow half marathon last August, Ian Taylor presented a cheque for £600 to Mrs Maureen Scott, president of **Lochinver** ladies' guild.

DURING 1991 flag week John Butler and his wife Ann walked 56 local roads, called at every house and collected £1,410 for **North Chingford** branch. One year later it took them 73 roads to raise £1,409 - inflation strikes again!

DURING a tour of the Falkland Islands last year 51 Field Squadron raised £2,368 from sponsored swim/run/pub crawl and quiz nights. On their return to this country a cheque was presented to Ian Ventham, head of fundraising and marketing.

THE 10TH anniversary of **Hall Green and Acocks Green** ladies' guild was celebrated in 1992. In that decade they have raised £38,000 for the lifeboat service.

A NOVEL fundraising event for the **Ightham** branch was held at the home of Mr and Mrs Stanley Maughan last August. Mr Maughan, branch treasurer, held open house for visitors to see his collection of exotic birds and mammals, with the highlight a demonstration of flying birds of prey. The birds were flown by the head falconer of the Whitbread Hop Farm and several hundred pounds were raised.

AT a recent social function, Huttons International of Hull raised £1,500 towards local charities and donated half the amount to **Hull ladies' guild**.

of the Castletown Regatta held in July. The regatta was organised by the Castletown and Derbyhaven Motorboat and Yacht Club who kindly donated a large proportion of the proceeds to the RNLI.

A further £525 was raised by the branch during its door-to-door collection.

Photo Island Photographic Co Ltd

The Fundraisers

The final date for copy to appear in this section of the Spring 1993 issue of THE LIFEBOAT is 19 February 1993

Summer evenings

A week of Country House Music, held across the north of England from 22 to 27 June last year, raised a total of £24,694.78. Under the patronage of the Marquis of Normanby, a vice president of the Institution, six country houses were the venues for the 'in the manner of Glyndebourne' concerts. Stephen Wood of Leeds branch was responsible for the idea and undertook arrangements for the printing, catering and sponsorship of the musicians, enthusiastically supported by committees and the north east and north west regional offices.

The Goldberg Ensemble, a virtuoso ensemble of 12 string players and harpsichord, performed at each concert and a picnic dinner was held.

Mrs Alison Saunders, deputy chairman of the fundraising committee launched the week at Burton Constable Hall and RNLI Director Brian Miles and Mrs Miles attended the final evening at Hovingham Hall. Other concerts were held at Eaton Hall, Adlington Hall, Nostell Priory and Naworth Castle.

Clog step and hop!

The Two by Two Clog Step and Dance team performed for two 14-week periods in 1990 and 1991 at the Lakeside Holiday Camp on Hayling Island.

Collections were made after their dance displays and a total of £1,052 was donated to the Portsmouth (Langstone Harbour) lifeboat house appeal.

Crew members attended both performance but could not be persuaded to don clogs and join in!

Shepway Airshow

The RNLI was adopted as the charity which would benefit from the Shepway Festival in September, and the RNLI was also authorised to collect money during the Airshow.

Unfortunately, the weather was so bad that most of the flying was cancelled, but this did not stop members from six branches (Dungeness, Littlestone, Dymchurch, Hythe, Folkestone and Dover) from gathering in force on the cliff top Leas at Folkestone with their collecting boxes.

Rupert Baker from ITV's 'London's Burning' made a spectacular arrival on the beach from the Dover lifeboat and spent several hours walking around in the rain encouraging support – and the souvenir stalls did well as people wanted to keep out of the rain!

Despite the weather over £3,000 was raised and the RNLI made many new friends.

York raft race

The annual raft race took place on the River Ouse at York on a gloriously hot day in June.

Entries ranged from highly sophisticated speed rafts to home-made and colourful decorative rafts, with everyone getting soaking wet, having fun and raising money for the lifeboat service.

Rosemary Ford, hostess of BBC TV's Generation Game, started the race and refreshments, souvenir sales and tombola stall were organised by committees from the city suburbs at the York motor yacht club where the race finished.

Silver lining

During the Southampton International Boat Show last September, Tony Stafford, divisional manager of Mettler-Toledo, presented a cheque for £1,000 to Mervyn Whitcombe, chairman of the Southampton Lifeboat Board. A plaque was fixed to the RNLI's exhibition stand to mark the occasion.

In 1991 the Board's original stand was stolen from its winter storage and an appeal was launched for funds for its replacement.

Mettler-Toledo (the UK arm of an international weighing and measuring group) had launched a scheme to recover silver from the industrial electrodes it sells to the chemicals, food and pharmaceutical industries. To encourage their customers to participate in the environmentally-friendly scheme, the company donates £1, plus the value of the reclaimed silver, to the RNLI for every electrode returned. To date the scheme has raised £1,000, helping to finance the Board's new stand.

Joint effort

A joint fundraising campaign by the Civil Service Motoring Association (CSMA) and the Frizzell Group has raised £30,000 to cover the cost of a new crew room at St Ives.

The money was raised by a series of competitions in the CSMA's magazine Motoring and Leisure and the cheque was presented to John Chalcroft, chairman of the St Ives branch, by Peter Jones, chairman of the CSMA and Colin Frizzell on 29 October.

1992 Volvo winners

A total of more than £356,000 has been raised so far from the 1992 promotion in conjunction with Volvo Concessionaires.

Six Volvo 440 1.6Li cars were offered as prizes in raffles throughout various fundraising regions. The prize winners and amounts raised in the regions are:

Scotland raised £48,545 – the winner was Mrs Christie of Glenrothes.

South West and Greater London combined to raise £95,802 – the winner was Mr Draper of Bristol.

North East and Eastern together raised £49,999 – the winner was Mrs Buccilli of Leeds.

Wales and Central England raised £52,886 – the winner was Mr G.



The Lady Provost of Edinburgh, Mrs A. Irons, drew the winning ticket from nearly a quarter of a million to choose the winner of the Volvo in the Scottish region.

Griffiths of Haverford West.

South raised £70,410 – the winner was Miss L. Monson of Romford.

North West raised over £40,000 – the winner was Mrs S. Walker of Barrow-in-Furness.

People and Places

around and about the RNLI

Harold Harvey

Former lifeboat inspector Harold Harvey, the holder of an RNLI Gold Medal for Gallantry, died on 23 August at the age of 71.

He had served the RNLI from 1952 until 1973 and won his Gold Medal for his actions during the rescue of part of the crew of the Greek motor vessel *Nafsiporos*. The service, in winds up to Force 11 on 2 December 1966, took place during his time as an inspector of lifeboats and while he was aboard the Holyhead lifeboat.

Obituaries

With deep regret we record the following deaths:

APRIL 1992

Mrs Connie Waite, president of the Barrow ladies' guild since 1988. Mrs Waite served as secretary from 1959 to 1980 and was treasurer from 1985 until her election as president. She was awarded a Silver badge in 1970 and a Gold badge in 1989.

AUGUST 1992

Mrs P.E. Jennens, founder chairman of Solihull ladies' guild from 1964 until 1980. She was awarded a Silver badge in 1971 and a framed letter of thanks in 1980.

Frederick Upton, coxswain of Walmer lifeboat from 1945 to 1962. He joined the crew in 1938, serving as bowman from 1941 to 1942 and second coxswain from 1942 until his appointment as coxswain. He was awarded a Silver medal in 1948 and a clasp to the Silver medal in 1952.

SEPTEMBER 1992

George Mackay, chairman of Kinghorn station branch since 1988. He had been a member of the branch committee since its inauguration in 1965 and was elected vice chairman in 1982, taking over as chairman in 1988.

OCTOBER 1992

Mrs A.E. Mason, donor of the Rother class lifeboat *The Davys Family* which was stationed at Shoreham Harbour from 1981 to 1986 and is currently serving in the relief fleet.

Malcolm Macdonald BEM, coxswain of Stornoway lifeboat from 1952 to 1972. He joined the crew in 1935 and served as second coxswain from 1946 until his appointment as coxswain. He was awarded a Bronze medal in 1952, a Silver medal in 1962 and received the BEM in 1969. In 1973 he was made a Freeman of the Burgh of Stornoway.

Richard (Dick) Walsh, coxswain of Rosslare Harbour lifeboat from 1946 to 1974. He joined the crew in 1938 and was bowman until 1941, then second coxswain from 1941 to 1946. He was awarded the Silver Medal in 1954.

A successful lottery? You Bet!



Hundreds of shoppers in Poole's Dolphin Centre watched Matthew Kelly, popular host of ITV's 'You Bet' programme draw the winning tickets for the RNLI's 59th national lottery on Saturday 31 October 1992. The lottery raised more than £116,500.

Matthew, who is appearing as Buttons in the pantomime *Cinderella* at Poole Arts Centre, kept the crowds entertained as he pulled the 25 winning tickets from the drum.

Supervising the proceedings was Anthony Oliver, deputy head of fundraising, and the prize winners were: £2,000 – A.C. Beard, Long Hanborough, Oxon. £1,000 – Mrs A. McLean, Campbeltown, Argyll. £750 – G.J. Trout, Solihull, West Midlands. £500 Mrs J. Kelly, Glenrothes, Fife. £250 – Mrs A. Stewart, Belfast, Northern Ireland. £100 – H. Macrae, Coupar, Angus; S. Simpson, Chigwell, Essex; C. Ahern, Falmouth Cornwall; Mrs E. Miles, West Kensington, London; Mrs J. Cullen, Broadstairs, Kent; Miss M. Wicker, Sheppey, Kent; M. Lord, Falmouth, Cornwall; M. Rider, Redditch, Worcs; R. Jennings, Sutton Coldfield, West Midlands; D. Frodsham, Wood Green, London. £50 – Mrs D.A. Rumble, Ewell, Surrey; Mrs A. Wotton, Eastbourne, East Sussex; Mrs A.M. Lambert, Newdigate, Surrey; A.J. Easton, Sleaford, Lincs; I.J.A. Mayle, Eccles, Manchester; A. Birdsall, Keighley, Yorkshire; Mrs I.E. Magee, Downpatrick, Northern Ireland; D. Cowin, Ballasalla, Isle of Man; D.W. Lorkin, Halstead, Essex; J.D Law, Bristol, Avon.

On Station

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

ALL-WEATHER

Dungeness – Mersey 12-27 (ON 1186)

Pride & Spirit on 24 September 1992.

Barmouth – Mersey 12-26 (ON 1185)

Moir Barrie on 7 October 1992.

INSHORE

Cromer – D436 *Chloe* on 12 August 1992.

Relief – D435 *Table 32* on 13 August 1992.

Relief – B590 *Wolverson X-Ray* on 2 September 1992.

Cullercoats – B591 *Edmund & Joan White* on 1 October 1992.

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:

Ballycotton – Crew members D.

Connolly, C. Sliney.

Donaghadee – Crew member W. J. M. Bennett.

Flamborough – Head launcher R. Hall.

New Quay (Dyfed) – Crew members J.

G. Boyle, D. F. S. Davies.

North Berwick – Shore helper J. Dixon

Red Bay – Crew members J. Ferris, D.

McAlister, L. McCollam.

Weymouth – Crew member M. R. A. Reynolds.

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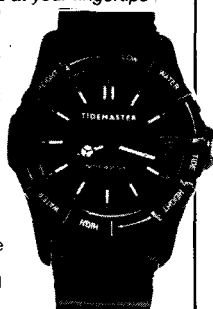
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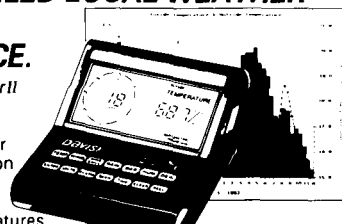
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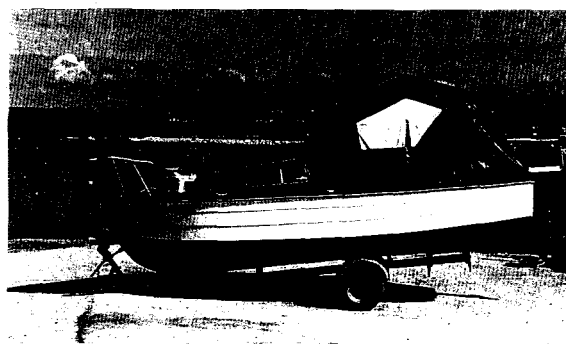
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