

The

Lifeboat



Spring 1993

Silver Medal and Vellum Services

New Trent and Severn classes

News and Views



The prototype

Severn

class

Loa	17m	(55ft 9in)
Beam	5.5m	(18ft)
Draft	1.68m	(5ft 6in)
Displacement	37.5 tonnes	
Speed	25 knots	



The Lifeboat

Spring 1993



Royal National
Lifeboat
Institution

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Volume 53

Number 523

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COVER PICTURE by Rick Tomlinson/ Rothmans Sailing

Donaghadee's Arun Class lifeboat *City of Belfast* shows her mettle in some heavy weather near her station.

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Next Issue: The Summer issue of THE LIFEBOAT will appear in July 1993, and news items should be received by 17 May 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



Newspoint

Ten years after the capsizing of the Salcombe lifeboat the double capsizing of Hartlepool's Waveney class lifeboat in February 1993 brings home once again that the sea is a harsh mistress, and that those who venture out – particularly in conditions which have driven almost every other boat to shelter – face risks which are very real indeed.

The very fact that *The Scout* righted herself not once, but twice after being capsized by giant breaking seas proves beyond doubt that the vast effort expended by the Institution in providing the very best of equipment for the volunteer crews is effort well spent.

The RNLI has recently announced two new classes of lifeboat – described elsewhere in this issue – which will cost more than £1m each. Can anyone question the cost of a lifeboat when they can face, and survive, the conditions experienced at Hartlepool?

Lifeboatmen's equipment is as good as modern technology can provide, and to hear comments by crew member Robbie Maiden on the effectiveness of his clothing and training after spending 35 minutes in an icy North Sea in darkness and snow squalls is also proof enough that no corners can ever be cut in the lifeboat service.

However, it is the men and women themselves who make the RNLI what it is, no matter how good their equipment. Volunteers willing to face any weather at any time. Men who will put to sea in a 44ft boat in weather whose fury has driven a 97,000 ton tanker ashore, men who can take two capsizes in their stride and who can then joke after being snatched by helicopter from icy waters.

They all deserve our admiration – and total, unequivocal support.

Top Award for RNLI crew

The rescue of six survivors from a yacht in atrocious weather conditions last August won St Peter Port lifeboat coxswain Peter Bisson the RNLI's Silver Medal and resulted in the eight crew members of the Arun class lifeboat receiving the Thanks of the Institution Inscribed on Vellum.

Their achievements were also recognised outside the Institution when the entire crew were awarded the 1992 National Rescue Award at the Silk Cut National Awards on 24 November 1992.

Coxswain Bisson and three crew members represented the entire crew at a presentation lunch at the Dorchester Hotel, London. Before being pre-



Sir Peter de la Billiere (extreme right) presents the Silk Cut National Rescue Award to Peter Bisson (right of group) and members of the St Peter Port lifeboat crew

sented with the prestigious award by General Sir Peter de la Billiere, the British Gulf War Commander, they heard the nomination summed up with

the words '...the coolness, skill and bravery shown by everybody on the lifeboat that night was extremely impressive.'

The Silk Cut Nautical Awards were judged by a distinguished panel headed by round-the-world yachtsman Chay Blyth and including an RNLI representative, Alan Tate, superintendent of the Institution's Inshore Lifeboat Centre at Cowes.

The service leading to the award and to the Silver Medal and Vellums was reported in detail in the Winter 1992/93 issue of THE LIFEBOAT.

Name for first Trent

The prototype of the new Trent class fast afloat lifeboat is to be named *RNLB Earl and Countess Mountbatten of Burma* at a ceremony to be held later this year. The lifeboat will form part of the relief fleet, although it is likely that her first duty will be as a temporary station lifeboat.

The name has been chosen to fulfil an obligation to name a lifeboat in honour of Earl and Countess Mountbatten following an appeal launched in 1979 which was originally intended to fund a new, large class of rigid inflatable.

The 1979 appeal to fund the first of the Medina class – a 40ft rigid inflatable – had been launched only a few days before Lord Louis Mountbatten's murder and succeeded in raising almost £240,000, enough for two boats.

It was proposed that the first and second boats be named *Mountbatten of Burma* and *Countess Mountbatten of Burma* but, after eight years of development it was decided that the design would not meet the rigorous requirements of the RNLI and that work should cease on the project.

It was decided however that the money from the appeal should be linked with the name Mountbatten.

The first of a new generation of fast lifeboat – the original concept of the Medina – has provided an ideal opportunity to honour the Mountbatten name.

Open days 1993

The bi-annual Open Days at the RNLI's Poole headquarters and depot are scheduled for Friday and Saturday 23 and 24 July 1993. The Open Days begin at 1000 and run until 1800 on both Friday and Saturday and will feature many events and demonstrations for young and old.

Among the attractions planned for this year is one of the prototype Severn or Trent class lifeboats, described elsewhere in this issue, and members of the Salcombe lifeboat crew fresh from their appearance on the television series 'Lifeboat' on the ITV network.

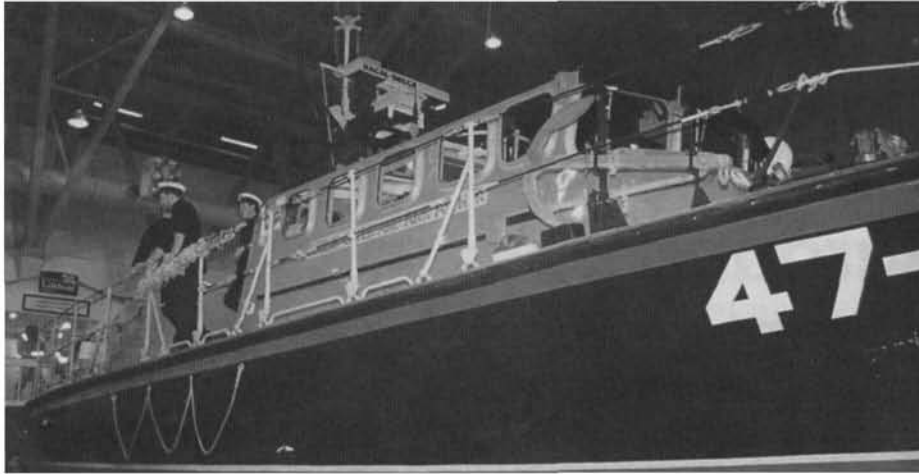
Capsize drills for Atlantic and D class lifeboats, helicopter transfers and the chance to tour depot and headquarters sites are all part of what is always a well-attended and interesting day out.

There will be more details in the Summer issue of *THE LIFEBOAT*, but make sure to note the dates in your diary now!

Please note that the Open Days are a week earlier than usual due to tidal considerations off the depot quay.



Jolly Good Show!



For the first time the RNLI was able to display a modern all-weather lifeboat at the London Boat Show in January complete with slipway and boathouse.

The slipway and boathouse were, of course, wooden replicas in the best boat show tradition, but the Tyne class herself was real enough, and benefited from being shown in a more realistic setting.

The design of the stand enabled visitors to go aboard the lifeboat, resulting in considerable interest and enthusiasm – plus an endless stream of questions for the tireless lifeboat crews from Selsey, Lowestoft Cromer and Shoreham who manned her in rotation.

Although attendance at the show was down by around 11% the RNLI's receipts were only 6% down at some £52,000. The Chelsea pensioners bucked the trend by increasing their contribution – with visitors dropping more than £9,820 into their collecting boxes.

National Boat Shows contributed the stand space – the largest the RNLI has ever had – and Volvo once again made generous contributions to the cost of building the stand. Volvo also bought a day's use of the central pool area – a new facility this year – which provided the Institution with a splendid platform to stage a special and

very successful 'in-show flag day'. With the unstinting help of members from several London branches the flag day added some £3,500 to the Institution's total takings.

As usual the show provided a high profile opportunity to accept several large cheques from corporate donors, among them more than £95,000 from the Royal Bank of Scotland – the proceeds of the affinity credit card for the year.

The RNLI's annual Public Relations Awards were also made on the central display to recognise invaluable support in publicising the work of the Institution.

This year's awards went to BBC South Today and artist Tim Thompson.

South Today broadcast a nightly, week-long series of films in their news programme following the progress of the new Swanage Mersey class through construction, trials, training and arrival on station. The series concluded with a live broadcast from Swanage when the lifeboat was launched to begin her official term of service.

Tim Thompson, a marine artist of international repute, painted 30 gold medal rescue scenes to illustrate the book 'RNLI Gold Medal Rescues'. He spent two years researching and producing the paintings for the book which has so far produced £4,000 in advance royalties.

Lifeboats on television

A major six-part series on the Salcombe lifeboat is due to be broadcast on the ITV network starting on Wednesday 28 April 1993.

The 30-minute programmes, filmed by Central TV, will be shown at 7pm each Wednesday – a 'slot' which should guarantee massive public exposure for the RNLI and its work.

Check the TV listings nearer the date before programming your video recorder!

VAT SOS

The RNLI launched an appeal to the Chancellor of the Exchequer just before Christmas 1992 to free it of an annual £750,000 VAT bill in this year's budget.

The Institution asked all its lifeboat stations, fundraising branches and members to write to their MPs and the Chancellor asking for their support in promoting a scheme under which VAT paid by charities is refunded by the government.

The argument put forward by the Institution is that vital services funded by local and central government already receive a full VAT rebate, and that charities, such as the RNLI, which provide other equally vital services should not have to pay a tax to the government in order to carry out their work.

The appeal resulted in a large number of letters to MPs and the Chancellor in addition to wide coverage in the media. Many newspapers and local television stations extended the appeal to a broader audience, although as this issue goes to press before the 1993 budget there is no news as to the final success of the campaign.



(Top) The relief Tyne class lifeboat *Owen and Ann Aisher* dominates the area around the RNLI stand. The wooden slipway and 'boathouse' can be seen in the background. *Photo Mike Anker, Take 2*

(Left) Just one of the cheques presented at the show – more than £95,000 from the Royal Bank of Scotland, the proceeds of the affinity credit card for the year. A delighted Ian Ventham, RNLI head of fundraising (left) receives the cheque from Gary Hodson and John Jenkins of RBS.

Lifeboat Services



LIFEBOAT STOOD ON TRANSOM BY BREAKING SEA

Seventeen saved from 75ft yacht aground in gale and 20ft breakers

Two Hayling Island lifeboatmen, Roderick James and Frank Dunster, have been awarded the RNLI's Silver Medal for their part in the rescue of 17 people from a 75ft yacht aground in gale force winds and 20ft seas at the entrance to Chichester Harbour last October.

Roderick James becomes the first in-shore lifeboat helmsman to win a second Silver Medal, his first being in 1981.

Crew member Frank Dunster has already won the RNLI Bronze Medal twice (in 1980 and 1981) and braved the same conditions in his own rigid inflatable rescue boat when he realised that the lifeboat was already engaged in a separate rescue and could not give immediate assistance.

In his official report, the deputy divisional inspector of lifeboats for the south east, Colin Williams, wrote of helmsman Roderick James: 'The fact that the Atlantic 21 did not founder in the steep breaking seas was doubtless due to his considerable skill and boat handling.' He added: 'Frank Dunster showed great initiative and courage by launching his own boat in conditions where he knew he would be at great risk.'

Lifeboat crew member Frank Dunster (left) who took his own rigid inflatable to the casualty and Roderick James (right) helmsman of the Hayling Island Atlantic 21.



Hayling Island
South East Division

Silver Medals

Helmsman **Roderick James**
Crew member **Frank Dunster**

Thanks on Vellum

Crew members:
Christopher Reed,
Warren Hayles, Evan Lamperd
and Damien Taylor

The RNLI's Thanks Inscribed on Vellum has been awarded to the crews of both the Hayling Island lifeboat – Christopher Reed and Warren Hayles – and of the rescue boat – Evan Lamperd and Damien Taylor.

At 1150 on Sunday 25 October 1992

Solent Coastguard received a Mayday from the 75ft ketch *Donald Searle* which had anchored at the eastern end of Chichester Bar after her sails had been blown out in a 50-knot westerly gale and her engines had failed. There were 17 people aboard and the yacht was dragging her anchor slowly eastward as she was hurled about in 15ft to 20ft breaking seas.

At the time of the Mayday, Hayling Island's Atlantic 21 lifeboat *Aldershot* was on service to a boardsailor inside Chichester Harbour, but other crew members at the station were monitoring the transmission from the stricken yacht. Without hesitation helmsman Frank Dunster decided to launch his own 28ft rigid inflatable *Hayling Rescue* which was kept at the nearby marina. By 1212 the single-engined rescue craft was under way, with Dunster at the helm and two further lifeboat station volunteers, Evan Lamperd and Damien Taylor as crew.

Breaking

As they headed south towards the Bar they began to feel the effects of the westerly wind and could see 20ft waves breaking on the bar. Frank Dunster intended to stand by the yacht, as he knew that the 47ft Tyne class lifeboat from Bembridge was on her way. However, he could not tell the ketch's crew as VHF Channel 16 – the main calling and distress frequency – was jammed by an unknown transmission.

As soon as *Hayling Rescue* reached the bar Dunster knew his plan would have to change. The ketch was in water so shallow and so perilously close to the Target Wreck that the larger Bembridge lifeboat would have great difficulty in getting alongside. Dunster radioed for urgent helicopter assistance but in the violent conditions could not tell whether the request had been received.



STOP PRESS – Capsize of Hartlepool Lifeboat

Shortly before this issue went to press Hartlepool's Waveney Class lifeboat *The Scout* capsized twice while on service to the 97,000 ton tanker *Freja Svea* which was dragging her anchor and eventually went aground in Severe Gale Force onshore winds on 28 February 1993.

The lifeboat was launched to escort Teesmouth's Tyne back to station – which had been knocked down and lost the use of one engine – and to take over standby duty. She was capsized by steep breaking seas while standing by the tanker in about 16m of water.

Contrary to some press reports at the time she righted herself in a matter of seconds on both occasions, al-

though suffering some damage – particularly to communications and navigational equipment.

One crew member was washed overboard and spent 35 minutes in the water before being recovered by an RAF helicopter. All the crew are safe although some suffered minor injuries. Full details in the next issue.

Hartlepool's Waveney class lifeboat *The Scout* - self righted after two capsizes.



Picking his way through the seas, Dunster approached *Donald Searle*. The ketch was being picked up and thrown to leeward, then returned to her original heading by the strong tidal stream. As she edged inexorably eastward towards the sunken wreck, Dunster moved in to the rescue.

Approaching from the north he headed for the casualty's starboard quarter and, on the second attempt, came alongside and took off the first of the yacht's crew – but not before *Hayling Rescue's* bow had been thrown high in the air by a huge breaking sea.

Jumped

Helmsman Dunster tried once again to push the bow against the ketch's quarter, but had to go astern rapidly as the casualty surged upwards on the crest of another great sea and threatened to crush *Hayling Rescue* on her descent. In spite of this Dunster edged towards the ketch and a female crew member jumped just as the two vessels were forced apart by the seas. She fell into the water, but was quickly pulled aboard by Damien Taylor and Evan Lamperd.

By now Frank Dunster was becoming increasingly concerned for the safety of his own boat, as only intense concentration on his part was avoiding a capsizing. Knowing that Bembridge lifeboat and, he hoped, the Coastguard helicopter would soon be on the scene, he headed for the calmer waters of Chichester Harbour.

With five people aboard his boat was difficult to handle in the following seas and, at one point, she was caught diagonally across a breaking sea and surfed down it at a dangerous angle. Dunster landed his two survivors at Hayling Island lifeboat station at 1235.

Meanwhile, Hayling Island's Atlantic 21 lifeboat was making her way towards *Donald Searle*. Her helmsman, Roderick James, picked his way deliberately through the steep 20ft seas, occa-

sionally using full throttle to power the lifeboat through the biggest crests. One sea was so steep that it stood the lifeboat on end and helmsman James was convinced she was about to capsize bow over stern.

'the lifeboat broke away each time to avoid being crushed by the casualty'

One of his crew, Warren Hayles, was thrown backwards from his seat but remained on board. The other crew member, Christopher Reed, realised that both engines had stalled and rushed forward to start the port one, while James hurriedly pressed the starboard starter button. Control was regained just in time and those on the shore were amazed, and relieved, to see the lifeboat upright and continuing southward.

The Atlantic reached the casualty at the same time as the rescue helicopter arrived. Helmsman James began a series of approaches with crew member Christopher Reed in the bow, ready to help survivors. Five times helmsman James put the lifeboat's port inflatable sponson alongside the ketch's starboard side, breaking away each time to avoid being crushed by the casualty as she rose and fell in the heavy swell. After the five approaches five people had been taken off *Donald Searle*.

Meanwhile the helicopter was attempting to pass a line to the yacht's crew so that winching could begin, but their efforts were being hampered by the mizzen mast and the violent motion. The

decision was taken to place crew member Christopher Reed aboard the casualty to help, and on the sixth approach Reed boarded the ketch as two more survivors jumped into the lifeboat.

Wedging himself between the aft cabin and the guard rail Christopher Reed was able to grasp the line and the helicopter winchman was soon being hauled towards the ketch. Helmsman James was now able to head for Hayling lifeboat station with his seven survivors, knowing that the helicopter should be able to winch the remaining eight survivors to safety. On the 15-minute return journey the lifeboat passed Frank Dunster's *Hayling Rescue*, which was returning to the casualty.

Contact

By 12.42 Bembridge lifeboat was on scene and she too moved in to help in the evacuation. However, during a very difficult approach by her coxswain Archibald Henley the two vessels made heavy contact as the yacht was thrown 20ft to leeward by a sea. Although one survivor had been pulled aboard both vessels had been damaged and the coxswain decided it would be safer to stand off and allow the helicopter winching to continue on its own.

By 1252 the mission was accomplished, with all seven remaining yacht crew, lifeboat crew member Christopher Reed and the winchman safely aboard the helicopter.

Hayling Rescue and Hayling Island lifeboat, which had also returned to the casualty after landing the survivors could now return to their base. The survivors taken off by the helicopter were landed close to the lifeboat station and the one survivor taken off by Bembridge lifeboat was landed at her lifeboat station.

The empty yacht was recovered next day, two cables west of the Target Wreck and severely damaged from the pounding she had received on the sand.

RUDDERLESS CASUALTY LOCATED IN OVERFALLS

Mersey takes four off sinking yacht in gale and heavy seas

Coxswain Chris Haw of Swanage's 12m Mersey class lifeboat *Robert Charles Brown* has been awarded the Thanks of the Royal National Lifeboat Institution Inscribed on Vellum for the rescue of four people from the yacht *Aeolian* on 25 October 1992.

In his official report, Christopher Price, the inspector of lifeboats for the south east wrote: 'Coxswain Haw displayed first class boat handling and sound seamanship in appalling sea conditions'. For their involvement in the service second coxswain Nicholas Harris, assistant mechanic Martin Steeden and crew members Desmond Fitzgerald, Geoffrey Marsh and Tony Byron have been awarded Vellum Service Certificates.

At 0655 on 25 October 1992 Portland Coastguard informed Swanage lifeboat station that the 40ft yacht *Aeolian* had been knocked down off the Needles channel and one person had been lost overboard. The four people remaining aboard required immediate assistance.

Shelter

Swanage's all-weather Mersey class lifeboat *Robert Charles Brown* launched from her slipway at 0712 in a WSW Force 8 wind and set a course for the yacht's position, some five miles south of the Needles.

Once clear of the shelter of Peveril Point the lifeboat felt the full force of the

Thanks on Vellum

wind and, with a very heavy breaking sea on her starboard quarter, the coxswain and crew stayed inside the wheelhouse for security.

The lifeboat passed the Fairway Buoy near the Needles at 0753 and was told that the casualty was now just under four miles from St Catherine's Point, the most southerly point on the Isle of Wight.

A Coastguard helicopter was standing by the yacht, the conditions being too dangerous to airlift the survivors. Having obtained a VHF DF bearing of the casualty the lifeboat spotted the helicopter at 0834 and six minutes later *Aeolian* herself was in sight. Once the lifeboat was at the scene the helicopter, which was low on fuel, returned to base.

The casualty's rudder had failed and



she had run under auxiliary engine power to clear the dangers along the south coast of the Isle of Wight.

Swanage lifeboat located her in the overfalls off St Catherine's Point, lying diagonally across the waves with heavy seas constantly breaking over her. She was rolling her gunwales under, taking heavy water aboard and her jib was in shreds.

In the Force 8-9 wind and very rough seas, estimated at 25ft, coxswain Haw decided that it would be impossible to tow the casualty which, in any event, appeared to be in danger of sinking. He recommended that the yacht be abandoned, and the lifeboat prepared to come alongside.

Extreme

Coxswain Haw made two runs alongside, putting the lifeboat's starboard shoulder against the port side of the yacht, even though it was impossible to hold her there for any length of time. On each of the first two runs the survivors were not ready for transfer, but on the third and subsequent runs a survivor was hauled aboard the lifeboat by the crew members stationed on deck.

In the extreme conditions the two boats were pitching and rolling violently as they were carried by the breaking seas, and with crew members Marsh and Byron on the foredeck the survivors were dragged aboard the lifeboat and escorted to the wheelhouse by crew member Fitzgerald.

Aeolian was rigged as a yawl and her crew had been unable to secure the mizzen boom, which had been swinging wildly and causing concern to the coxswain throughout the rescue. While taking the final survivor aboard the boom swung across the lifeboat and struck crew member Marsh's crash helmet, slightly injuring his forehead.

However, all four survivors were

Swanage's Mersey class *Robert Charles Brown*, the lifeboat involved in a long service to a yacht off St Catherine's Point which led to Coxswain Chris Haw's Thanks on Vellum.



CASUALTY HELD OFF WALL BY REFLECTED WAVES

Yacht towed to safety from breaking seas on lee shore

A difficult service in darkness, gale force winds and heavy breaking seas just yards from a sea wall has earned Coxswain James Kinnon of Ramsey lifeboat station the Thanks of the Institution Inscribed on Vellum.

The remainder of the crew, second coxswain Raymond Stanfield, assistant mechanic Mark Kenyon, and crew members Kevin Christian, Kim Holland and Robert Wade will receive Vellum Service Certificates. The actions of the driver of the launching tractor driver Juan Sable and his assistant Mervyn Sims have earned them a letter of appreciation from the Director of the Institution.

The events leading to the service began during the night of 29/30 August 1992 when a singlehanded yachtsman was taking his 30ft yacht *Lugo* north from Fleetwood to Arran. In worsening weather conditions he decided to shelter in Ramsey on the Isle of Man, but as he approached the harbour in a ESE wind of between Force 7 and 8 the yacht's engine failed and she was swept down towards the promenade wall.

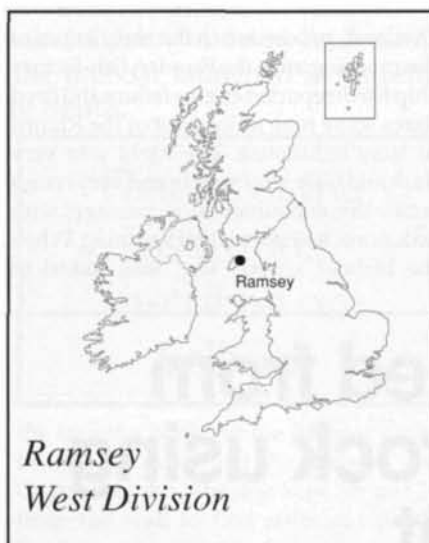
It was almost at the top of the highest tide of the year and the breaking seas

safely aboard the lifeboat by 0853 and Coxswain Haw set a course for Yarmouth via the Needles Channel. Throughout the passage the seas were very rough, estimated at 25ft to 30ft high, and despite reducing speed the lifeboat was constantly shipping water overall and occasionally falling off a particularly heavy sea and slamming hard.

The Mersey eventually reached Yarmouth at 1027, and landed the survivors.

The man who had been lost overboard earlier had been picked up by Yarmouth lifeboat which was operating with failed steering gear and transferred to a helicopter, but was dead on arrival at hospital. The abandoned *Aeolian* later sank.

Swanage lifeboat left Yarmouth to return to her station at 1138, into the teeth of gale force winds of Force 8 to 9 and gusting to Force 10. She arrived at Swanage at 1259 and was refuelled and ready for service again by 1340.



were some 12ft to 15ft high, with a swell estimated at about 9ft. Although the yacht was swept to within 15ft of the promenade at one point the seas reflected from the wall held her off and this enabled the skipper to rig a small outboard motor and claw his way some 50 yards out to sea. The anchor was let go and the yacht lay rolling violently, her mast almost touching the water on each side, caught between the onshore breakers and the waves reflected from the promenade wall.

Liverpool MRCC were alerted by the local police and contacted the lifeboat station. As a result the Mersey class *Ann and James Ritchie* was launched at 0120, in very difficult conditions with waves hitting the front of the station itself as a result of the high tide and large breaking seas. Boat and tractor were battered by the waves during the launch, and the coxswain was later full of praise for the tractor driver and his assistant who 'made a splendid job of the launch'.

The casualty was close to the station, and the Mersey reached the scene just five minutes after launching. Circling the yacht to establish just how much space was available the lifeboat touched bot-



Ramsey's *Mersey Ann and James Ritchie* launches on a flag day. On the day of the Vellum service seas were breaking across the promenade on to the boathouse doors. Photo Roger Oram

tom in the troughs between the seas - which were breaking continuously over both lifeboat and casualty - in a position where there should have been 16ft of water at that state of the tide.

Lugo was so close to the promenade wall that the coxswain decided the only way to weigh her anchor and establish the tow without being driven ashore was to attach the line to the yacht's anchor cable. Then, by steaming ahead, the yacht could be pulled clear and the anchor weighed simultaneously without losing precious searoom.

There had been no radio contact with *Lugo* so all communication had to be by loudhailer, despite the appalling conditions. On the first attempt the lifeboat's port engine cut out, but restarted immediately. Four further attempts were necessary before the tow was secured and the lifeboat began to ease the yacht out to sea. About three-quarters of a mile to seaward, and clear of the heavily breaking surf, the loose end of the anchor cable was recovered and the lifeboat coxswain James Kinnon turned both lifeboat and tow through almost 180° to run in to the harbour entrance.

Surf was breaking heavily across the entrance to Ramsey harbour, but by increasing his speed to 10 knots coxswain Kinnon was able to negotiate the tricky entrance and bring lifeboat and casualty into the shelter of the harbour. *Lugo* was secured alongside a coaster at 0200 and the lone yachtsman was treated in hospital for an injury to his hand before returning to his boat.

Conditions were so bad that the lifeboat could not safely be recovered, so she was left in the harbour until 1100 the following day when she was rehoused.

Thanks on Vellum

Dangers ashore

Any lifeboat launch can be risky, and a carriage launch from an exposed beach is particularly so. Overcoming a problem and completing a service is part of the tradition of the lifeboat service – well illustrated by an incident at Dungeness which led to the station receiving a letter of thanks from the Chairman of the RNLI.

On 4 October 1992 the Dungeness lifeboat *Pride and Spirit* was launching to the aid of a German yacht in a NE Force 8 to 9 when a particularly large wave swept under the lifeboat and jammed her in her carriage. The lifeboat was freed, the launch aborted and the lifeboat recovered by tractor; but meanwhile the carriage was being submerged by the rising tide and swept by heavy, breaking seas. Without thought for their own safety several people went into the water and managed to secure and then retrieve the carriage in a very arduous and hazardous operation. The lifeboat was returned to the carriage and then successfully launched under an hour from the first attempt.

The yacht was taken in tow and four people landed safely in Rye.

Search for survivors in Hurricane Force 11 and 40ft seas

A recent review of past services has led the Chairman of the RNLI to write to the coxswain and crew of the Islay lifeboat saying that it was now evident that a service carried out on 18 December 1991 was no ordinary one, and thanking them for a service conducted in the best traditions of the lifeboat service.

The station's lifeboat, *Helmut Schroder of Dunlossit*, proceeded in the early hours of the morning after the Russian fish-factory ship *Kartli* reported engine failure and fired flares some nine miles west of the Rhinns of Islay lighthouse. The night was very dark and Gale force winds and very rough seas were encountered on passage, with occasional hail storms and lightning. When the lifeboat arrived she was tasked to

search for the crew of *Kartli* who had taken to the liferafts. She searched for two hours, in winds up to Hurricane Force 11 and seas up to 40ft high, monitoring radio transmissions from other vessels taking part in the search and from an RAF Nimrod which was acting as on scene commander. When all survivors were accounted for the lifeboat was stood down and finally returned to her station at 1430



Three snatched from wave-swept rock using boarding boat

The Director of the RNLI has written to Alderney lifeboat station to congratulate coxswain Stephen Shaw and his crew on the excellent teamwork shown during a service by the station's Waveney *Louis Marchesi of Round Table* in extremely difficult conditions.

On 12 August 1992 a 24ft yacht ran aground on the Outer Brinchetias rock, an isolated rock in the Alderney Race some half-a-mile from the shore, in a southwesterly wind which touched Storm Force 10 at times.

Within ten minutes the yacht began to break up and the three crew took to the rocks. With a rising tide it would only be a matter of 30 minutes before the rocks were covered and the survivors swept away.

Louis Marchesi of Round Table launched at 1426 for a short but difficult passage to the casualty's position. Taking a very tricky inshore route to save time and gain some shelter the lifeboat and the station's boarding boat reached the yacht in some five minutes – but only after being swept by some very heavy breaking seas and 'stopper-like' waves.

The Waveney anchored and veered

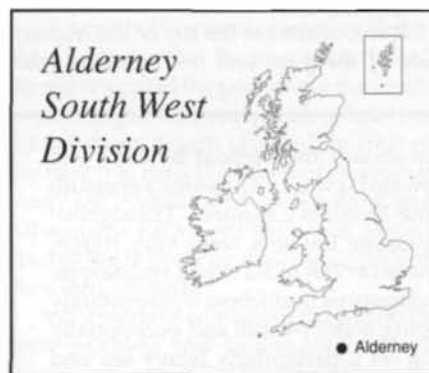
down among the rocks within the reef itself. Then, using the boarding boat, second coxswain Martin Harwood was transferred to the reef carrying lifejackets for the survivors. As he was negotiating a deep gully a large wave swept the reef and he was carried across it.

Watching from the lifeboat the coxswain was ready to cut the anchor warp and take her round to the leeward side of the reef to retrieve Martin Harwood, but as the wave subsided the second coxswain could be seen on the same rock as the survivors and still clutching the lifejackets.

The boarding boat was then veered down from the lifeboat, the helmsman skilfully threading her through the rocks and reefs into a position where she was swept onto the survivors' rock.

Martin Harwood and the survivors boarded quickly and she was pulled and driven clear with the help of another large wave. By 1439 all were aboard the lifeboat and four minutes later the Waveney began to weigh anchor. Just as the anchor cleared the seabed a squall swept through, catching the lifeboat beam on and driving her downwind over submerged rock heads

RACE TO REACH SURVIVORS STRANDED ON ROCK BEFORE TIDE AND STORM SWEEP THEM AWAY



and towards the very rock they had worked so hard to retrieve the casualties from.

However the coxswain was at last able to coax the lifeboat round, and out of the maze of reefs and rocks and head back to the station. In the short trip back the conditions were such that she broached heavily in the Brinchetia Passage, coming very close to the rocks on the seaward side.

By 1605 *Louis Marchesi of Round Table* was safely back on her mooring and the survivors transferred ashore with the boarding boat – now working in conditions to which she was more accustomed!

HARBOUR IMPASSABLE AFTER RESCUE

Three men and disabled pilot boat saved in Severe Gale and 20ft seas

The rescue of three men aboard the pilot vessel *Norman Forster* in severe gale force winds and very heavy seas has earned Coxswain John Johnston of the Eyemouth lifeboat the Thanks of the Institution Inscribed on Vellum.

Reporting on the service the Inspector of Lifeboats for the Scottish Division, Les Vipond, said: 'Coxswain Johnston showed leadership, courage and determination when the lifeboat launched in extreme weather conditions and minimum of depth.'

The members of the lifeboat crew, second coxswain/mechanic James Tarvit, acting assistant mechanic Dougal Colin, and crew members John Buchan, John Purves and Robert Aitchison have all been awarded Vellum Service Certificates.

Eyemouth harbour had been closed to shipping by bad weather for two days when, at 1049 on 16 October 1992, Forth coastguard first told the lifeboat station that the Tyne Pilot launch *Norman Forster* had broken down in a NNE Force 8 to 9 gale and needed immediate assistance.

Conditions at Eyemouth at the time could hardly have been worse. There was less than an hour before low water at spring tides, giving only 4ft of water in the entrance channel, and 40 knots of wind and the river Eye in full spate were combining to create a 3ft sea in the lower reaches of the infamous 'Canyon', the narrow harbour entrance.

However the coxswain believed that the lifeboat could get to sea provided no time was lost, and so at 1106 the 44ft Waveney class *Eric Seal* (Civil Service No 36) left her berth and headed seaward.

The deepest water lay right alongside

Thanks of the
Institution
Inscribed on
Vellum

the training bank, on the lifeboat's starboard side as she left the harbour, and Coxswain John Johnston kept her just 2ft from the wall to find sufficient depth. Creeping gently out of the Canyon he was able to increase speed a little and time his arrival at the pier head with the passage of the last of a regular pattern of larger seas.

The Waveney now began to feel the effect of the swell and she touched the sand a couple of times before breaking free of the harbour, and then took a number of large seas aboard as she increased speed to meet the swell and the full force of the wind, heading to the north along the leading marks indicating the deepest water.

The coxswain eased the lifeboat seaward until he was able to alter course towards the casualty - which she reached at approximately 1138, some 30 minutes after launching. The 50ft vessel was lying across the 20ft seas and swell in a NNE wind of around 40 knots



and visibility was only about a quarter of a mile in the numerous sleet squalls.

The lifeboat crew passed a heaving line, and as the Waveney steamed slowly into wind and sea two crew members paid out a towline from the casualty's violently pitching and rolling foredeck until it could be made fast aboard the lifeboat.

Although the pilot boat was now safely in tow another problem faced the coxswain. Re-entering Eyemouth was obviously impossible in the conditions, so he discussed with the Coastguard the chances of seeking refuge in nearby Torness Harbour. However entry would be very difficult with an unpowered boat in tow so Coxswain Johnston accepted that he would have to tow the casualty further north and west, into the shelter of the Firth of Forth.

It was not until 1505 that lifeboat and tow reached the nearest safe haven, inside the Firth at Port Seaton. There the casualty was secured, and after a little well-earned rest the crew took *Eric Seal* back to sea again at 1600, heading for her home station.

Although some heavy seas were encountered the passage was uneventful - until the deputy launching authority at Eyemouth reported that the harbour entrance was still impassable due to the wind and sea conditions.

The Waveney had no choice but to pass her home port and seek refuge in Burnmouth, further to the south and sheltered from the NNE wind.

At 1845 Coxswain Johnstone made a skilled entry and the lifeboat was made fast for the night. The following morning, in moderating conditions, the lifeboat left Burnmouth at 0745 and arrived home at 0830.

An earlier photograph of *Eric Seal* in Eyemouth illustrates the difficult and narrow entrance to the port.



YACHT SINKS UNDER TOW AFTER PUMP BLOCKS

Six saved from sinking German yacht

A service by the Dover lifeboat, the Thames class *Rotary Service*, on 25 August 1992 has earned her coxswain, Anthony Hawkins, and his crew a letter of appreciation from Commodore George Cooper, the RNLi's chief of operations.

The wind was south-west Force 6 to 7 and the sea in the Channel rough when the coastguard first alerted the station that the 39ft German yacht *Constanze* was in difficulty some 10 miles away to the ENE.

Rotary Service launched at 1555, just over 10 minutes after the first alert, and was at the scene 40 minutes later. The casualty was taking water and although a helicopter, four cross-Channel ferries and a hovercraft had responded to her distress signal the lifeboat was needed to take off the

crew. The helicopter had been unable to take them off because *Constanze's* mast and rigging prevented a close approach and a safety boat launched by *Stena Challenger*, one of the ferries at the scene, had fouled its propeller.

The first priority was to put a pump aboard the casualty and with *Stena Challenger* providing a lee from the near-gale southwesterly wind *Rotary Service* was able to transfer a pump and two crew men to the yacht and to take off the six crew.



The 39ft *Constanze* sinking by the bow, broaches heavily under tow in a Force 6 to 7 wind. Despite various attempts the crew of the Dover lifeboat could not prevent her sinking just two miles away from Dover. The crew of six German yachtsmen was taken off before the tow began and two lifeboatmen and a pump had battled to save her.

(Photo Dover lifeboat crew)



Dover
South East Division

The next task was to tow the disabled safety boat back to her parent ferry and, with this accomplished, the lifeboat returned to the casualty to pass a towline.

As she began to take the sinking vessel to safety the pump choked with debris and it became obvious that the flow of water could not be stemmed.

Sinking

Coxswain Hawkins therefore recovered the pump and the two lifeboat crew from the yacht and continued towards Dover with the yacht, now sinking by the bow, still in tow. With the increased weight on the line the tow parted, and when it was reconnected it was made fast to the stern in an attempt to slow the rate at which the casualty was sinking.

Slowly the lifeboat continued towards Dover, but when a mere two miles from the port the yacht finally sank.

Rotary Service returned to station with the six survivors and was alongside by 1940. In his letter of appreciation Commodore Cooper remarked: '... after rescuing the six persons the lifeboat crew must have been disappointed when, despite all their efforts, *Constanze* could not be saved.'

Save Our Pot Plants

Margate's Mersey class lifeboat *Leonard Kent* was called to another sinking incident in the South East Division, this time on Boxing Day 1992.

The elderly 35ft motor cruiser *Norman*, with three people aboard (who had been likened to new age travellers of the sea) had left Essex bound across the Thames Estuary for Sandwich in Kent. She had already been reported as having grounded on two separate occasions in the previous five days and had no radio aboard.

When she began to take water she was fortunate in being spotted by a fishing vessel, which informed the coastguards, who scrambled a helicopter and asked for the lifeboat to be launched.

The helicopter took off the three crew and when the lifeboat arrived two crew members were put aboard to attempt a tow. However the vessel began to sink under

them and they were taken off again just before she foundered. One reported that there were several pot plants in the cockpit, adding that 'it was a good thing the incident hadn't happened in the summer, when the additional top hamper of the foliage would have had an adverse effect on stability'!

The pot plants prepare to meet their doom and the lifeboat crew prepare to abandon ship as *Norman* begins to founder



Margate
South East Division

Fast Work



for the RNLI

The announcement of two new classes of lifeboat, the **Trent** and **Severn** on 10 December 1992, made the year something of a landmark for the RNLI. The introduction of even a single lifeboat class, let alone two, is an achievement far greater than meets the eye, for these are boats which combine the traditional attributes of lifeboats with performance obtained from technology close to the leading edge of design and construction. Such state-of-the-art lifeboats cannot be bought off-the-shelf, and the specification, in-house design, construction and trials which result in a new lifeboat class takes several years of intense effort by the RNLI's Technical and Operations departments.

Fast Response

The Trent and Severn classes arise from a proven and demonstrated need which can be traced back to the early 1960s, when the first high speed inflatable inshore lifeboats showed the value of rapid response.

The first fast all-weather lifeboat, the 44ft Waveney, followed in the mid-1960s, taking speeds up to 15 knots from the 8 or 9 knots of traditional lifeboats. The Arun (in 1971) and the Thames (in 1973) joined the fleet as larger fast lifeboats for stations where the lifeboat lay afloat, and the Tyne (in 1982) provided a fast lifeboat for slipway-launch stations. By 1983 the benefits of fast lifeboats was so proven that the Institution set itself the target of replacing all traditional lifeboats with new, fast designs by the end of 1993.

The last piece in that jigsaw was a carriage-launch fast lifeboat, and after considerable development the Mersey filled that need in 1988. By the end of 1993 the target will have been met and all 210 stations will have a boat capable of at least 15 knots, with the majority in the 17-18 knot region.

Moving Forward

However 'afloat' lifeboats are now normally replaced after 20 years service, so the early Waveney and Aruns are due for replacement in the early '90s. Although both classes have been highly successful more than two decades of progress led the RNLI to believe that an even better all-round design of afloat lifeboat could be produced to replace them when the time came.

As a result the machinery was set in motion to have two new classes ready for the early '90s. By 1989 the main requirements had been formalised – calling for a service speed of 25 knots: propeller protection and the ability to take the ground without damage, which neither existing class offered. Ease of maintenance, a range of 250 miles (plus 10% reserve), self-righting ability and numerous detail requirements were part of a brief which included safe operation in winds of 60 knots and seas up to 15m high. To complicate matters further there were length and beam constraints to maximise the use of existing mooring facilities.

Preliminary work included uprating the engines of an Arun, giving a maximum speed of around 23 knots. Although it was known that the increased fuel consumption and reduced range would not be acceptable, and that the Arun did not provide propeller protection or have the structural strength for these speeds the possibility of a 25-knot lifeboat was demonstrated.

The time needed to design and develop a lifeboat is considerable, so with two classes of differing size to be replaced, it was decided to use a geometrically similar hull (a GEOSIM) for the two classes of lifeboat, one 17m overall the other 14m but each developed from the same basic form.

The Concept

The two principal objectives of extra speed and propeller protection are difficult to combine and required serious consideration during the early development. The relationship between speed

Fast Work

continued

Tank testing in progress. The hard-chine hull (right) running at a displacement near to that of the final boat, and (below) a stern view of the round-bilge model at speed



and length is a critical aspect of hull design, and the new designs lay at the upper performance limit of a round bilge hull form and at the lower limit of a hard chine form.

Two methods of protecting the propellers were considered – putting the props in ducts, and recessing them within deep tunnels with side keels. Ducted propellers were eventually rejected because of the amount of drag at the speeds being considered and concern that damage could result if the boat took the ground.

The Mersey already incorporated deep tunnels in the hull, and if this was combined with side keels similar to the Tyne there would be adequate propeller protection for the boat to take the ground safely. Weight and centre of gravity calculations indicated that boats of this type could be constructed in either aluminium or fibre-reinforced composite, but that to keep within the weight limits the choice of engine and transmission was limited.

Model testing

The tunnels and side keels would add to the hull resistance, so model tests were carried out to establish the power required. Two models were tested for comparison – a hard chine hull developed by the RNLI and a round bilge hull based on the same parameters.

The resistance and power requirement for the two hull forms were comparable but, as expected, the resistance of the round bilge hull was less at lower speeds and the hard chine hull was better at higher speeds.

The water flow through the tunnels was of particular concern,

but the tests showed it to be straight and strong with no 'cross-over' within the tunnel or around the side keels – either of which could have created a problem.

The bow-up attitude of the models was too large to begin with and although the optimum trim for forward vision was not the optimum for resistance a suitable compromise was achieved by the

addition of 'wedges' at the aft end of the tunnels.

The difference between the performance of the two model hull forms was slight, so the only way to decide which hull to adopt would be to carry out sea-keeping tests in open water.

This was achieved in a novel way which avoided the expense of two prototypes. The models used for the tank tests were fitted with a small petrol engine, radio control equipment and instruments to measure roll, pitch, yaw, acceleration and helm response. In March 1989 both models were tested in conditions equivalent to winds of up to Force 7, with significant results. Although both models had impressive sea-keeping ability the hard chine hull proved to have better characteristics in the roughest conditions, notably in following sea conditions where the helm response was significantly better.

The sea-keeping trials confirmed the decision to continue development of the hard chine hull, and more tests were carried out on the self-righting capability of each model, the sea-keeping when at rest in regular and irregular waves and manoeuvrability in calm water.

The results confirmed the earlier findings, and later in 1989 the decision was taken to proceed with the hard chine hull for both new classes.

Construction

Early weight estimates indicated that the new boats could be built in either aluminium or fibre reinforced composite (FRC). However, later more definitive estimates showed that to obtain the required performance the weight constraints were extremely tight. As construction in FRC enables substantial weight to be saved without loss of strength this material was chosen.

The design of the laminate for the composite is complex, taking into account not only the overall strength but also the direction of the loads. Pressures exerted on lifeboat hulls are high, and experience of boats in service was used to derive the design pressures required.

The self-righting ability of a lifeboat relies largely on a watertight deckhouse, which must remain intact, so as the boats were to be designed to withstand a 'pitchpole' (stern-over-bow capsize) in addition to a normal capsize the deck and deckhouse structure had to be designed with this in mind.

It was decided in the first instance that the larger boat would have a hand-laminated single-skin bottom panel (supported by continuous longitudinals) with vacuum-bagged sandwich side panels supported by transverse bulkheads and web frames. Sandwich laminates would be used for deck, superstructure and bulkheads. Polyester or modified poly-

(Left) The tank test models were fitted with a lawn-mower engine, radio control and motion sensing instruments for free-running seakeeping trials. (Inset) Only the human figure gives scale to the models.



Self-righting trials on the prototype 14m FAB 4, now the Trent class, with the side keels protecting the propellers clearly visible. The watertight integrity of the superstructure is vital to self-righting and the design must take into account the loads involved in side-to-side and stern-over-bow capsizes.

ester and urethane acrylate type laminating resins were used.

For the smaller boat the thick sandwich monocoque-type structure using epoxy pre-impregnated reinforcement, similar to that of the Mersey, was best suited to the limited space and subdivision required for the boat.

Throughout the development various combinations of resins and reinforcements were examined to reduce weight and maintain strength.

Meeting the weight and centre of gravity limits for the boats meant very close monitoring during construction and this was extended to the fitting out stages, where the boats were positioned on load cells so that they could be weighed at regular intervals.

For a lifeboat to survive and retain her self-righting capability any water which enters a damaged hull must be contained by subdivision of the hull, and in the larger Severn this is achieved by using a double bottom in all spaces except the engine room, two longitudinal bulkheads and transverse bulkheads. The smaller Trent relies on the form of construction (FRC sandwich) for double-bottom protection and subdivision.

Machinery and layout

The layout of both classes takes account of the need for easy maintenance of the machinery and also the provision of adequate space for seated survivors.

The engine room is aft, with the two Caterpillar diesel engines of the Severn (1,050bhp each) driving the propellers through a 'U' drive gearbox. In the Trent, however, space limitations led to a novel approach in which one of the twin MAN diesel engines (808bhp each) is turned round, driving the propeller in a conventional manner, while the other works through a 'U' drive.

As a result the engines can be removed through large hatches in the aft deck, whereas previous RNLI lifeboats – with engine



rooms further forward and in-line shafts – have sometimes needed partial dismantling of the wheelhouse to remove an engine.

A full-scale mock-up of the wheelhouse and accommodation allowed interested parties to assess the arrangements, particularly the medical aspects and survivor handling.

Survivors are best placed in a position of least motion, and the Severn achieves this with seating forward of the engine and fuel tank space, and in the after part of the deckhouse. Space limitations in the Trent prevent this ideal location but a suitable compromise has been found.

The deckhouse also has six crew seats and direct access to the below deck spaces, which contain the galley and toilet facilities.

Stretchers can be supported by block and tackle from a deckhead runway, allowing them to be moved horizontally and to be positioned at any angle – a facility requested by the Institution's Medical and Survival Committee.

The deck sheer line of both boats was dropped in a similar way to the Arun to reduce the freeboard amidships so that survivors can be more easily brought aboard. A 'well deck' is provided in the Severn in which a crew member can stand to lean over the side without the fear of falling overboard.

As with the Arun the Severn is provided with a Y class inflatable, launched and recovered by a lightweight aluminium

Construction Materials... Wood construction is often thought to be synonymous with the RNLI, but in fact the last wooden lifeboat entered service in 1982 and will be replaced by her FRC successor later this year.

Steel has been used successfully for hull construction for almost thirty years but where the weight of steel cannot be tolerated aluminium, introduced in 1988 for ten Merseys, has been used successfully.

The RNLI ordered its first glass reinforced plastic (GRP) lifeboat, a Nelson 40, in 1968 principally for material evaluation. The construction was very conventional for the time, using orthophthalic resins reinforced with woven rovings and chopped strand mat.

In 1971 the Arun class lifeboat was developed, specifically for construction in composite materials, and from wooden prototypes the world's first purpose-built GRP offshore lifeboat evolved. The first boats used a similar construction to the Nelson 40, but improved resins and reinforcements were incorporated as they became available.

The need to improve speed, durability and survivability has led to the increasing choice of FRC as a construction material, and in the mid '80s the increasing weight of lifeboats, as a result of the need for increased power and additional equipment, led to a re-evaluation of construction materials.

Panels of timber, steel, aluminium alloy, GRP and FRC of equivalent strength and representative of actual boat structures were made up and tested by dropping a 12kg projectile on them from a height of 9m. The wood panels failed totally and the conventional GRP panels showed some delamination and some failures. However, the FRC, steel and aluminium panels performed satisfactorily.

With evidence that an FRC boat could be built to withstand the same pressures but at a lower weight than steel or aluminium a prototype Mersey was built from FRC in 1987. She satisfied all requirements for impact resistance, abrasion resistance and shock loading in extensive trials designed to simulate some 20 years of life for an average beach-launched lifeboat. In just over one week the prototype was driven on and off a beach nearly 250 times and dragged almost a mile over a shingle, sand and pebble surface.

After these demanding trials she was tested for shock loading by being dropped 3.5m into the water from a crane – with no adverse effects.

As a result the majority of the production Merseys, 27 boats, was ordered in FRC and further development has enabled the material to meet the needs for even more performance in the replacement classes of 'afloat' lifeboats.



(Left) The final product, the first Severn – in prototype form at least. Four hectic years have passed from the first Operational Requirements, through concept, design, testing, modification, development and operational trials. Now, there are only the modifications for the production boats to finalise, the detailed building drawings to up-date and modify, the production to oversee, the....

The first batches of Trents and Severns have already been ordered, but it will be mid 1994 before the first production boats complete their builders and acceptance trials and enter service as operational lifeboats.

Principal Dimensions

Severn

Length overall	17.0m (55ft 9in)
Beam	5.5m (18ft 0in)
Draught	1.68m (5ft 6in)
Displacement	37.5 tonnes (36.9 tons)
Speed	25 knots
Engines	Two Caterpillar 3412 TA diesels 1,050bhp each at 2,150rpm
Fuel capacity	5,500 litres (1,200gal) approx

Trent

Length overall	14.0m (45ft 11in)
Beam	4.53m (14ft 10in)
Draught	1.295m (4ft 3in)
Displacement	25.5 tonnes (25.1 tons)
Speed	25 knots
Engines	Two MAN D2840LXE diesels 808bhp each at 2,300rpm
Fuel capacity	4,100 litres (900 gal) approx

framework and winch.

The electromagnetic interference and earthing problems associated with composite structures have been largely overcome by spraying the inside of the wheelhouse with zinc and fitting large earth plates recessed into the keel.

Proof of the pudding

Full-scale trials are carried out on all RNLI prototypes, normally in four stages: first the builder's trials, then technical trials followed by operational trials and, finally, evaluation at various stations around the coast.

Builder's trials are carried out on all RNLI lifeboats, and particularly prototype craft. They check the functioning of all the equipment and systems, last about ten weeks and include weighing, inclining trials, fuel calibration, self-righting trials, four- and six-hour machinery trials, equipment trial, speed and fuel consumption trial.

After a prototype boat has been handed over by the builder, technical trials begin to confirm that the design satisfies the requirements. Typically these include speed and trim, turning circles, manoeuvrability, crash stops, instrumented sea-keeping, noise and vibration levels, bollard pull, shaft revolution per minute and torque measurement.

Most are carried out in calm water, but the sea-keeping trials are held in varying sea conditions and are of particular interest. The boat is fully instrumented to measure vertical acceleration forward, vertical acceleration amidships, roll angle, pitch angle, yaw rate, rudder angle and wave elevation. The responses are recorded for various sea conditions, speeds and different headings and, as these trials have already been carried out on other classes of lifeboat it is possible to compare the sea-keeping capability and seakindliness of the boat. The data is also used to help predict the cumulative effect of the boat's motion on the operating efficiency of the crew.

After completion of the technical trials, and any modifications, the operational staff start to evaluate the boat as a working lifeboat. In addition to normal day-to-day seakeeping and passage experience these trials include such things as mooring, anchoring, Y boat operation, towing, helicopter operation, man overboard recovery, night use, fire-fighting and damage control, pilotage and casualty handling.

The prototypes also undertake a circumnavigation of the British Isles to enable as many people as possible from stations around the coast to evaluate and comment on them. Feedback is obtained from crews and operational staff and used to help with modifications and improvements for later production boats.

Modular Fit-out

Lifeboats are built by independent boatyards around the country and, until recently, were constructed in the conventional way, with the machinery, operational and accommodation spaces fitted out after the basic structure had been completed.

The increasing complexity of modern lifeboats means that the fitting out is a very complicated and labour-intensive operation, which is particularly acute in the smaller boats where access to the various compartments is limited. When the Mersey was being planned the structure was designed to be built in modules, so that large sections of the structure could be fitted out before being installed in the main structure. This system has proved so successful that four months was saved in the production of a Mersey. The prototypes of the Severn and Trent classes were, of necessity,

fitted out in the traditional manner, but production boats will take full advantage of the modular system.

The Crystal Ball... *Although a design of modern, fast lifeboat is now available for all situations the RNLI is always looking to the future and anticipating future trends and developments. At the moment it is felt unlikely that the speed of all-weather lifeboats will exceed the 25 knots of the latest designs, although the smaller inshore lifeboats will probably be capable of around 40 knots within the next few years.*

The trend towards lighter diesel engine installations for a given power and reliability will undoubtedly continue, and the overall reliability and suitability of this type of power source is unlikely to be challenged in the foreseeable future.

Propulsion systems, however, could well change, with water-jet drives likely to be a serious consideration by the year 2000. Considerable evaluation of the operational suitability of jet-drive would have to be undertaken, but the advantages for a lifeboat would be considerable. The elimination of conventional propellers, rudders, their protective appendages and compromise design features would reduce resistance and therefore power requirements as well as improving performance in following seas.

Clearly the next few years will see many further changes in requirements and advances in technology, not least in the refinement of the composite materials which have already contributed to the success of the latest generation of lifeboats.

'Fast Work' is based on the paper 'The design and development of modern lifeboats' presented to the Institution of Mechanical Engineers on 27 January 1993. The authors of the paper were F. D. Hudson CEng, FRINA, MIMarE (Chief Technical Officer, RNLI), I. A. Hicks BSc, CEng, MIMechE (Technical Manager, RNLI) and R. M. Cripps BSc, CEng, MRINA (Design Manager, RNLI)

PAST...AND...PRESENT

30 years ago

Today's lifeboatmen

From THE LIFEBOAT of March 1963

The disaster at Seaham Harbour in which 5 members of the life-boat crew and 4 people who had been taken off a fishing boat by the life-boat all lost their lives, shocked and distressed the nation.

The life-boat capsized at what is so often the most dangerous moment, when she was about to enter the harbour. Here she was hit by successive waves from heavy seas when broadside to the wind and tide. The confused broken water was aggravated by the backwash and undertow from the breakwaters. There can be no doubt whatever that the decision to launch the life-boat was a correct one. She did indeed succeed in reaching the fishing vessel and take off 5 people; nor, as the verdict at the Coroner's inquest emphatically stated, can any blame be attached to the coxswain and crew.

A most thorough investigation was carried out by the Institution's officials, from which emerged clearly that both the hull and machinery of the life-boat were in first class condition. Even after the severe pounding she received after the capsizing the life-boat was pronounced seaworthy, and it is significant that twelve days after the capsizing the engines, when tested at the depot at Boreham Wood, started almost at once. Indeed such is the condition of the boat that she is being put into service in the reserve fleet.

Because life-boats are known to be unsinkable confusion tends to arise in the minds of many people when a life-boat disaster occurs, for there is a tendency to assume that "unsinkable" and "uncapsizable" are synonymous. The practical fact is that they are very far from being the same.

How to construct a boat in such a way that she will not sink even if she is repeatedly holed is something which has been known and put into practice for many years; no man has yet designed a boat which can be of practical use as a life-boat and will yet be free from the dangers of capsizing in all conditions of wind and tide.

The improvement of the design and construction of life-boats is a continuous process. New types of life-boat are under construction and new prototypes planned, details of which will be given in the next number of this journal, but one inescapable fact remains; danger can never be wholly eliminated.

The task confronting those who design life-boats remains what it has always been, that of providing the most seaworthy and effective craft which skill and experience, money and materials can provide.

Although the Seaham Harbour disaster occurred more than 30 years ago (on 17 November 1962) the sentiments expressed in the final paragraph are as true today as then. The two new classes of lifeboat reviewed elsewhere in this issue of the Journal follow the same principles.

Kieran Cotter has been coxswain of Baltimore lifeboat since 1989, having first joined the crew in 1975.

He was awarded a Bronze Medal in 1991 in recognition of his determination, skill and fine seamanship when the lifeboat *The Good Shepherd*, on temporary duty at Baltimore, rescued 15 people and saved the Spanish fishing vessel *Japonica*. The casualty had suffered engine failure 20 miles west of

the Fastnet Rock in Storm Force winds on the night of 30/31 October 1991 and was towed to Bantry Bay.

On the return passage the lifeboat put into Castletownbere to land an injured crew member and to change a blocked fuel filter. While waiting for a replacement the lifeboat received information that the yacht *Atlantic Adventure* was in difficulties south off the Fastnet Rock and later rendezvoused with the yacht and towed her back to Baltimore. The lifeboat was at sea for a period of 26 hours.

The Maud Smith Award for the bravest act of life-saving in 1991 was also made to Kieran Cotter for this service.



Facts and Figures

Provisional statistics as at 8 February 1993 show that during 1992:

- The RNLI's lifeboats were launched 5,439 times (an average of more than 14 launches a day)
- 1,371 lives have been saved (an average of more than 3 each day)
- Nearly 6% per cent of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 59 per cent of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 280 lifeboats on station, with a further 109 in the relief fleet.
- To 31 December 1992, 123,900 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

Naming Ceremonies

New lifeboats named and dedicated

Relief Fleet – Atlantic 21 *Ernest Armstrong*



Lady Payne (left), founder member of the Harrogate ladies guild and donor of the new Atlantic 21 at the ceremony in which she named the lifeboat after her late father.

With her are (from left to right) Alan Tate (superintendent, inshore lifeboat centre) the Reverend Stuart Cleaver and Anthony Oliver (deputy head of fundraising and marketing).

A new Atlantic 21 class lifeboat which will serve in the relief fleet, was named and dedicated at the Institution's Inshore Lifeboat Centre, East Cowes on 25 November 1992.

The cost of the lifeboat had been met from a donation by Lady Payne of Harrogate in memory of her father, Ernest Armstrong.

Lady Payne is a founder member of the Harrogate ladies' guild and is currently vice president. Her father, after whom the lifeboat is named was a vice president of the RNLI and a member of its committee of management from 1929 until his death in 1952. He served on

various committees and was closely involved with the lifeboat station at Eastbourne, the town to which he retired in 1921.

Alan Tate, superintendent of the inshore lifeboat centre, opened proceedings by welcoming guests. Lady Payne handed the lifeboat over to Anthony Oliver, deputy head of fundraising and marketing, who accepted it for use in the relief fleet. A short service of dedication then followed, conducted by the Reverend Stuart Cleaver, priest-in-charge, Whippingham and East Cowes. At the close of the service Lady Payne named the lifeboat *Ernest Armstrong*.

Relief Fleet– D class *Jill Gatti* and Y boat

A D class inflatable lifeboat, funded by Better Bridge in Britain, and an inflatable Y boat funded by Sunsail were dedicated together at the Institution's Poole depot on 19 November 1992.

The D class which has been funded through the Charity Challenge Cup organised by Better Bridge in Britain was named by, and after, Jill Gatti who had founded the charity challenge in 1958. After her retirement in 1989 Better Bridge in Britain took over the organisation of the cup and has continued to support national charities.

Sunsail, based in Portsmouth, offers worldwide sailing holidays and the Y boat has been funded from donations received from holidaymakers with

Jill Gatti (centre) founder of the bridge Charity Challenge Cup with Christine Duckworth of Better Bridge in Britain (right) and Vanessa Lowe, marketing executive of Sunsail, at the joint handing over and dedication ceremony.

With them are Richard Perks (extreme left), staff officer general duties, Anthony Oliver (back), deputy head of fundraising and marketing and the Reverend Stanley Holbrooke-Jones.

Sunsail, in particular those who put their vessels aground! (Y boats are carried on Arun and Severn class lifeboats and are launched from the parent vessel to reach a casualty close to rocks and shallow waters).

Miss Vanessa Lowe, marketing executive of Sunsail and Mrs Christine

Fleetwood – D class

City of Chester

Wintry weather did not deter guests arriving at Fleetwood for the handing over ceremony and service of dedication for the station's new D class inflatable lifeboat *City of Chester* on 5 December 1992.

Mr Frank Hardman, chairman of Fleetwood station branch, welcomed everyone who was present, particularly the members of Chester branch who had worked so hard to raise the funds to provide the boat.

Mr Terry Byrne, chairman of Chester branch handed over the lifeboat to Donald Redford CBE, DL, vice president of the RNLI who accepted it on behalf of the Institution. The station honorary secretary, Captain Peter Woodworth then accepted the lifeboat into the safe-keeping of the station.

The service of dedication which followed was conducted by Canon A. Cochrane, assisted by Reverend J. Cope and Reverend I. Sumner.

The ceremony was concluded with the presentation of a commemorative plaque by John Butter, formerly High Sheriff of Chester and Patron of the City of Chester lifeboat appeal, to Fleetwood lifeboat station.



YOUR LETTERS



Lifeboatmen brought to book...

I am currently researching a book on men whose lives have been closely connected with the coasts of the British Isles. This work will be in a similar vein to my recently published 'Tales of the Old Countrymen' and 'Tales of the Old Gamekeepers' and trace the stories of about a dozen characters who have been in occupations as diverse as lighthouse keeper, fisherman, coast-guard, reserve warden, shell fisherman, wildfowling guide and, of course, lifeboatman. In connection with this I would welcome readers' suggestions for suitable subjects.

Ideally, I am looking for men whose living has depended on the coast for all or most of their lives, which would be documented in detail in the book, at the same time giving plenty of anecdotes. I would be very pleased to hear from

suitable lifeboatmen as well as those whose main occupation has been concerned with the coast, including fishing. Candidates may be working or retired, but have had long experience, and the older the better because the book is chiefly concerned with times past.

If you feel that you have a yarn or two to tell or would like to nominate someone else, please write to me at the address below as soon as possible. I hope to include one or two recipients of RNLI medals and to discover the oldest surviving lifeboatman.

I am also looking for interesting old photographs to illustrate the book. All assistance will be duly acknowledged.

Brian P. Martin,
4 Upper Birtley, Brook, Goldalming,
Surrey GU8 5LB (Tel. 0428 682567)

Memories of the Eastbourne Museum

I wonder if any reader can help me? I am seeking more information on the building which houses the RNLI Lifeboat Museum situated on the seafront at Eastbourne, near the Wish Tower.

The building's official title is 'The William Terriss Memorial Life-boat House' and I am currently researching the life and work of William Terriss, the popular Victorian actor to whom the building is a memorial.

I would love to hear from anyone who may have come across anything relating to this building, now nearly 100 years old, among their family possessions.

The foundation stone was laid on Saturday 16 July 1898 by the Duchess of Devonshire at a huge ceremony. Those present included the 13-man crew of the Eastbourne lifeboat *William and Mary*, 13 members of the Eastbourne Fire Brigade, 100 Eastbourne College cadets, a choir of 60 children from local schools, the band of the Sussex Royal Artillery Militia and many local dignitaries.

Perhaps your great (great) grandfather was one of those present. Photographs were taken both for press publication and for sale to the public – even 'animated photographs' of the event were shown a week later at the Town Hall.

In 1937 (March 22) the building was officially opened as a lifeboat museum – the first of its kind. Does anyone have any memories of this event?

A. Hill,
24 Firle Road, Eastbourne,
East Sussex BN22 8DU

A drier future...

I wish to thank the many readers who responded to my 'Any old Oilies' appeal in the Winter issue of THE LIFEBOAT. Many people posted or delivered by hand (some of them who did not give their names and addresses) oilies for use by schoolchildren doing educational projects on the *Cutty Sark* at Greenwich.

This has meant considerable savings on our limited resources.

M.W. Joy,
Bromley, Kent.

Marching on

May I please take a little space in your pages to thank all who responded to my appeal for information about the Padstow Lifeboat March (Your Letters THE LIFEBOAT Winter 1992/3). I have had well over 50 replies, including several tapes, and think I must now have the most comprehensive list of all recordings of this tune ever made!

I also have from one person a mention of a Scottish pipes recording of a tune called 'The Two Maroons'. The title itself sounds intriguing and as I am myself a great lover of the pipes, more information would be welcome. But my postman says..!

Seriously, may I thank all who have written, or in several cases sent tapes. I have tried to respond to all but if there are any I have missed may I please beg their forgiveness. Over a month after the Winter journal appeared I am still getting replies. I may well be able to give our Records Club an entire evening of different recordings of one tune! My sincere thanks to all who have written to me.

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

Prizewinner

I was most interested in the article in the Winter issue of THE LIFEBOAT under the heading 'The Duke of Northumberland's Prize Essay Competitor'.

In 1923 I was one of the lucky winners in the East Midlands and I was presented with a National Savings Certificate together with a book by Sir John Cameron Lamb entitled 'The Lifeboat and its Work' – a fascinating and detailed story of the lifeboats of the day with numerous illustrations.

My interest in the Institution was further heightened by the fact that my wife and I spent many happy holidays (including our honeymoon) at Cromer in the days when the coxswain there was the legendary Henry Blogg, who was one of the attractions for visitors as his exploits were nationally publicised at that time.

Although it is only of latter years that I have become a Shoreline member, I have always had a life-long admiration for the RNLI and the bravery displayed by its gallant crews.

Ernest J. Cox,
Nottingham.

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

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



Membership News

Governors • Shoreline • Storm Force

1992 and all that

Thanks to your generous support, and that of all our other members, 1992 proved the most successful year yet for the RNLI membership scheme.

More than £3m was raised from your Shoreline and Governor subscriptions, your covenants and additional donations throughout the year.

At the end of 1991 the number of members stood at some 168,000 Shoreline and Joint Shoreline members, with 33,000 Annual and Life Governors - a grand total of 201,000 members.

However, some of these were old memberships and research showed that the actual number of current, fully paid-up memberships was only 176,000. But by the end of 1992, the number of paid-up memberships had bounced back up to 205,000 - an increase in real terms of 29,000 during the year!

The number of Storm Force members stands at a very respectable 15,000, and we hope these young people will go on to become ardent supporters of the RNLI in their adult years.

Subscription increase

In September last year the membership subscription rates were increased for the first time since 1986. Since that time inflation had galloped away at nearly 50% and an increase was obviously needed to maintain the real value of members' contributions.

Plastic envelopes for THE LIFEBOAT

At the end of last year we tried using plastic envelopes for distributing the journal to members and other supporters. As well as presenting the journal in a fresher way, the plastic envelopes are only one-third of the price of traditional paper envelopes and with over a million journals to distribute each year the savings to the RNLI are significant indeed.

Your support on this change has been most encouraging and as a result THE LIFEBOAT is now being despatched in 'polylopes' on a regular basis. Nearly a thousand members have written to say that they approve of the change, with less than a dozen members writing to express dissent.

We intend to implement small, regular increases in future years, which will better enable us to keep up with rising costs and, we hope, be more helpful to you.

If you have already renewed your membership at the new rates, or have recently joined, your increased contribution is greatly appreciated. With some 5,000 lifeboat launches in 1992 - our highest ever total in a year - we need your continued membership more than ever before.

Covenants and Direct Debits

Have you covenanted your subscription? We have been working hard to get the message across to all members that they really should covenant their membership subscription. By completing a couple of very simple forms you can increase the value of your subscription by one third - at no cost to yourself.

If you pay UK tax on your income, whether it be salary, savings or pension, the RNLI can benefit if you sign a covenant because it can claim back the tax you have already paid on your subscription. The good news is that some 56,000 members have now signed a covenant, but this still leaves 149,000 members who have not. Please make sure that you have covenanted your membership, and spread the word! It really is 'free money' for the RNLI.

At the moment 82,000 members pay their subscription by direct debit which, again, is so valuable to the RNLI. Paying by direct debit saves a great deal of administration expense, so we heartily encourage you to complete a direct debit form.

Please be reassured that because we can more effectively manage this type of payment, better than for example standing orders, we can provide a better service.

And into 1993...

The long awaited documentary television series on the RNLI now looks set to be shown on ITV in six, 30 minute episodes - at 7.00pm on Wednesdays starting on 28 April.

The series features the Salcombe lifeboat crew and was filmed over the past year and a half. Cameras were aboard the lifeboat for a medal-winning service, at the AGM and presentation of awards last year, and followed the coxswain and crew in the course of their day-to-day work. The series looks set to provide the RNLI with its biggest splash of publicity in 1993, and for many a year.

We are sure you will want not to miss this series and so we hope to write to you in April with confirmation of the dates and times. Look out for this letter and have your remote control or VCR to hand!

TV Commercial

By the time this journal reaches you, the RNLI will have tried a fundraising television commercial for the first time. Featured on Channel 4, the commercial was produced by our advertising agency WWAV in conjunction with Space City Productions.

John Nettles, of Bergerac fame, recorded the commentary and Simon Rattle and the London Philharmonic Orchestra rearranged and provided the music. Our thanks to them for being so professional and helpful. We are also grateful to Volvo Cars UK for their support with the first phase of the campaign.

Thanks to those involved, we have been able to keep costs to an absolute minimum and it is very much hoped that this exciting venture will prove a worthy new fundraising source for the RNLI.

Finally, the last word should go to the crew of the Mumbles lifeboat and to Oliver, the fourteen-year-old star of the commercial. From 7.00am one cold Saturday morning in January to 6.00pm on Sunday, they launched the lifeboat many times, ran up and down streets, jumped in the sea and stayed cheerful while the scenes for the commercial were filmed. The commercial is dedicated to their commitment and enthusiasm.

Bookshef

some recent publications reviewed

The Shoreham Harbour Lifeboats

by A. K. Oliver and J. C. Harrison

The Shoreham Harbour Lifeboats was first compiled by Anthony Oliver, now the RNLI's deputy head of fundraising and marketing, nearly 30 years ago but the station's honorary secretary John Harrison has now completed the task of adding the years from 1965 to bring the story up to date to the 1990s.

Tracing the story from the sketchy records of the earliest known lifeboat in the town in about 1845 the booklet chronicles in more detail the RNLI

years beginning in 1865 with the pulling and sailing *Ramonet* and ending with the current Tyne and D class.

Illustrated with some period and some more modern photographs the booklet is a fascinating insight into a town's lifeboat history.

The Shoreham Harbour Lifeboats is available at £2.30 (including p&p) from the honorary secretary, John Harrison at 12 Downsway, Shoreham-by-Sea, West Sussex BN43 5GH.

Rigid Inflatable Boats

by Colin Jones

Published by Waterline

at £14.95

ISBN 1 85310 313 6

The RNLI was a pioneer in the use of rigid inflatable boats (RIBs) following the work of Rear Admiral Desmond Hoare and the subsequent introduction of the Atlantic 21 - which has now given over 20 years sterling service as a lifeboat.

Since then the virtues of the RIB have become recognised in a much wider field and the type is frequently seen in military, safety and leisure uses. This book by Colin Jones looks both at the development and handling of the breed and also the various uses to which it can be put. Safety figures frequently in the text and the Atlantic 21 comes in for mention on several occasions - usually as the 'industry standard' for the safest RIB around.

A valuable book for the RIB owner (or those aspiring to be) readable, practical and obviously based on the seamanlike author's long experience.

Boat Handling Under Power A Motorboat and Yacht Owners' Guide

by John Mellor

Published by Adlard Coles

at £9.99

ISBN 0-7136-3641-6

The cover photograph, a modern fast motor yacht, might mislead potential purchasers of John Mellor's excellent volume into believing that it concerns itself just with this type of boat. However it is the second line of the title which is most relevant, as here we have a book in which the sailing yacht, displacement motor cruiser or workboat are given equal weight. Indeed the scope of this well-illustrated book goes further than the cover might imply, examining not only the basics of handling boats under power but also mooring, anchoring,

grounding, rescue work and many other more specialised aspects.

Even sailing boats are now manoeuvred under power more often than sail in confined waters, and it is the way in which the boat is handled in these situations which reflects most on the skills and abilities of her helmsman.

John Mellor's useful and readable book is an excellent step towards avoiding embarrassment (and damage) in front of the assembled marina multitudes and perhaps reducing the number of lifeboat call-outs!

Lists of British Lifeboats

Combined Edition revised and edited by Jeff Morris

Published by the Lifeboat Enthusiasts Society

The late Grahame Farr produced Part 1 of his List of British Lifeboats (non self-righting pulling and sailing lifeboats) in 1983 and Part 2 (the self-righting equivalents) was published later, after his death, in November that year.

Jeff Morris, the honorary archivist of the Lifeboat Enthusiasts Society has now made amendments which have come to light in the intervening years and arranged for the two volumes to be published in a new combined form, listing, for the first time all pulling and sailing lifeboats (RNLI and non-RNLI) which have been built in this country.

The book is available from Mike Searle at 16 Picketts, Welwyn Garden City, Herts AL8 7HJ for £5. Cheques should be made payable to the Lifeboat Enthusiasts Society.

Two aspects of Lytham St Annes

The Ladies

A Century of Service

by Frank Kilroy

Frank Kilroy is the honorary secretary of Lytham lifeboat station and a regular contributor to lifeboat history in the area. However, in this booklet he turns the spotlight away from the station and the lifeboats themselves on to those who have worked so hard to fund the activities of the service.

This celebration of the 100 years of St Annes Ladies Lifeboat Guild (the first to reach this milestone) is a fascinating glimpse of the way in which fundraising has changed during a century of 'progress'. Starting with the work of Charles Macara and his wife in support of the men who manned the wood-built pulling and sailing lifeboat it ends with the work of the guild in the early 90s, as they prepare for their 100th year in 1993 in support of the current generation of lifeboatmen in the town's steel built Tyne class.

The booklet is also available by post from Mrs I. W. Miller-Hynde, 21 Greenwich Drive, Ansdell, Lytham St Annes, Lancashire at £4.20 including P&P.

On Those Infernal Ribble Banks

A Record of Lytham St Annes Lifeboats

by David Forshaw

The intriguing title of this 185-page soft-back book stems from a quote attributed to the master of a schooner wrecked on the Ribble Banks in 1856 - far from the first or last vessel to suffer a similar fate on the sandbanks which infest the 50sq miles of the wide Ribble estuary.

The difficult conditions, with shallow waters, fast tidal streams and short steep seas have shaped the Lytham and St Annes lifeboats' history since the first RNLI station was established in the 1850s. David Forshaw has a long association with the station and his book is a well-judged mixture of history and accounts of some of the more difficult services over the years.

The book is available by post at £6.20 including p&p from the honorary Secretary of Lytham St Annes Lifeboat Station, Frank Kilroy, at 35 Ripon Road, Ansdell Lytham, Lancashire FY8 4DS. Cheques should be made payable to 'RNLI Lytham St Annes Station Branch'.

Also received...

Looking After Your Dinghy

by Terry Smith

published by Adlard Coles Nautical at £9.99

Well illustrated, 96-page soft-back. Covers maintenance and repair of hull, rig and fittings for racing or cruising dinghies.

LIFEBOAT SERVICES

- Aberdeen**, Grampian
52ft Arun ON 1062: Sept 25
- Aberdovey**, Gwynedd
Relief Atlantic 21: Aug 2 (twice), 3 (twice), 5, 7, and 30 (twice)
- Abersoch**, Gwynedd
Atlantic 21: Aug 11, 16, 30, Sept 6, 7, and Oct 3
- Aberystwyth**, Dyfed
C class: Aug 2, 7, 21, 27, Sept 2, and 8 (twice)
- Aith**, Shetland
52ft Arun ON 1100: Aug 2, 8 and Oct 31
- Aldeburgh**, Suffolk
37ft 6in Rother ON 1068: Aug 12, 15, 28, 30 and Oct 25
D class: Aug 9, 15, 17, 20, 29 (twice), 30 (twice) and Sept 22
- Alderney**, Channel Islands
44ft Waveney ON 1045: Aug 6, 8, 11, 12 (twice), 13 (twice), 30 (twice), Sept 3 and 7
- Amble**, Northumberland
44ft Waveney ON 1004: Aug 14, 20 (twice), 27, 31, Sept 3, 22, 23, and 25
D class: Aug 20 (twice), 27, 20 and Sept 25
- Angle**, Dyfed
47ft Tyne ON 1114: Aug 8, 13 (twice), 17, 28 (twice), Sept 1, 14, 16, 17, 22 and Oct 10
- Anstruther**, Fife
12m Mersey ON 1174: Aug 2, 16 (twice), Sept 25, Oct 13 and 29
- Appledore**, North Devon
47ft Tyne ON 1140: Aug 6, 18, 22 (twice) Sept 15, Oct 7, 12, and 20
Atlantic 21: Aug 1 (twice), 3 (three times), 22 (twice) Sept 17 and Oct 20
- Arbroath**, Tayside
37ft 6in Rother ON 1054: Aug 11, 14 and Sept 15
- Arklow**, Co Wicklow
Relief 44ft Waveney ON 1029: Aug 3, 25, Sept 5 and Oct 25
- Arran** (Lamlash), Strathclyde
C class: Aug 1 (twice), 4, 20, and Sept 4
- Arranmore**, Co Donegal
Relief 47ft Tyne ON 1115: Aug 7
47ft Tyne ON 1111: Sept 6, 7, 21, Oct 7, 27, 28, 29 and 31
- Atlantic College** (St Donat's Castle), South Glamorgan
Atlantic 21: Oct 1
- Ballycotton**, Co Cork
52ft Arun ON 1067: Aug 9 and Oct 11
- Baltimore**, Co Cork
47ft Tyne ON 1137: Aug 1, 19, 21, 24, Oct 20 and 22
- Ballyglass**, Co Mayo
52ft Arun ON 1159: Oct 17
- Bangor**, Co Down
Atlantic 21: Aug 11, 15, 19, 23, Sept 6, 20 (twice), 27, Oct 12 and 13
- Barmouth**, Gwynedd
37ft 6in Rother ON 1063: Aug 18 and 30
D class: Aug 1, 2 (twice), 4 and 18 (twice)
- Barra Island**, Western Isles
52ft Arun ON 1143: Aug 3, Sept 20 and Oct 5
- Barrow**, Cumbria
47ft Tyne ON 1117: Aug 21, 23, Sept 3, 13, and 30
D class: Aug 17, 21, 27, 31, Sept 3, 13 and 17
- Barry Dock**, South Glamorgan
52ft Arun ON 1018: Aug 1, 8, 13, 16, 22 (three times), 23, 25, 29, 30 (twice), Sept 11 (twice), 24, 28, Oct 5 and 11
- Beaumaris**, Gwynedd
Atlantic 21: Aug 3, 15 (twice), 20, 30, 31 (twice), Sept 26 (twice), Oct 3, 4, 5, 9 (twice), 15, 24 and 25
- Bembridge**, Isle of Wight
47ft Tyne ON 1126: Aug 1, 6, 12, Sept 6, Oct 9 and 25
D class: Aug 1, 3, 8, 16, 27 and Sept 13
- Blackpool**, Lancashire
D class: Aug 1, 15 (twice), 19 (twice) and Oct 3 (twice)
- Blyth**, Northumberland
44ft Waveney ON 1079: Aug 31
D class: Aug 1
- Borth**, Dyfed
D class: Aug 20 and Sept 27
- Bridlington**, Humberside
12m Mersey ON 1124: Aug 2, 7, 17, 22, 30, Sept 3, 6, Oct 5, 14, and 25 (twice)
D class: Aug 6 (three times), 9 (twice), 15 (four times), 17, 21, 22, 25, 26, 30, 31 (three times), Sept 12, 13, 14 and Oct 10
- Brighton**, East Sussex
Atlantic 21: Aug 4, 7 (twice), 11 (twice), 30, Sept 1, 5, 11, 14, 22, 27 (four times), Oct 2, 4 and 25
- Broughty Ferry** (Dundee), Tayside
52ft Arun ON 1056: Aug 9, 28, Sept 18 and Oct 26
D class: Oct 24 and 26
Relief D class: Aug 1 (twice), 28, Sept 18, 24 and Oct 13
- Buckie**, Grampian
52ft Arun ON 1093: Aug 5 and Oct 9
- Bude**, Cornwall
Relief D class: Aug 10 and 16
- Burnham-on-Crouch**, Essex
D class: Aug 3 (twice), 7, 15, 17 and Oct 19
- Burry Port**, Dyfed
D class: Aug 10, Sept 15 and Oct 4
- Calshot**, Hampshire
33ft Brede ON 1104: Oct 24 (twice)
Relief 33ft Brede ON 1090: Aug 9 and 25
- Campbeltown**, Strathclyde
52ft Arun ON 1059: Aug 3, 16, 31 and Oct 12
- Clacton-on-Sea**, Essex
Atlantic 21: Aug 5, 13 (twice), 21, 26 (twice), 30 (twice), Sept 16, 28, 29, Oct 4, 5 and 18
D class: Aug 3 and Sept 2
- Cleethorpes**, Humberside
D class: Aug 1, 3, 12, 16, 25, Sept 12, 20 and Oct 18
- Clifden**, Co Galway
C class: Aug 4 and 6
- Conwy**, Gwynedd
D class: Aug 6 and 8
Relief D class: Aug 18, 26 (twice) and Oct 23
- Courtown**, Co Wexford
D class: Aug 13, 20, 27 and Sept 5
- Courtmacsherry Harbour**, Co Cork
Relief 48ft 6in Solent ON 1011: Aug 3, 9, 11 and Oct 3
- Criccieth**, Gwynedd
C class: Aug 14, 18, 22, 27, 29 and 31 (three times)
- Crimdon Dene**, Co Durham
D class: Aug 20
- Cromer**, Norfolk
47ft Tyne ON 1097: Aug 17 (twice), 21, Oct 14 and 24
D class: Aug 5, 12 and 19
- Cullercoats**, Tyne and Wear
Atlantic 21: Sept 16
- Donaghadee**, Co Down
52ft Arun ON 1107: Aug 1 and Sept 6
- Douglas**, Isle of Man
47ft Tyne ON 1147: Sept 4 and 13
- Dover**, Kent
50ft Thames ON 1031: Aug 1, 3, 10, 15 (twice), 17, 20, 25, 26, 30, Sept 6 (twice), 11, 12 (twice), 13 (twice), 19, 23 Oct 4 and 5
- Dunbar**, Lothian
48ft 6in Solent ON 1020: Aug 3, 11 and 28
D class: Aug 3
- Dungeness**, Kent
37ft 6in Rother ON 1036: Aug 31
12m Mersey ON 1186: Sept 26 and Oct 4
- Dun Laoghaire**, Co Dublin
44ft Waveney ON 1036: Aug 12 and 18
Relief 44ft Waveney ON 1005: Sept 10, 27 and 28
D class: Aug 5, 12, 23 (three times) and 25
Relief D class: Sept 10, 11, 27, 28 and Oct 12
- Dunmore East**, Co Waterford
Relief 44ft Waveney ON 1005: Aug 3, 4 (twice) and 10
- Eastbourne**, East Sussex
37ft 6in Rother ON 1055: Oct 22 and 27
Relief 37ft 6in Rother ON 1064: Aug 14, Sept 3, and 28
D class: Aug 1, 2, 14, 15, 21 (twice), 28, Sept 3, Oct 10 and 22
- Exmouth**, South Devon
33ft Brede ON 1088: Aug 12, 15, 26, 29 (three times), 31 (four times), Sept 19 and Oct 7
D class: Aug 11, 15, 19, 22, 23, 30, 31 (four times), Sept 10, 28, Oct 7, 9 and 25 (twice)
- Eyemouth**, Borders
44ft Waveney ON 1026: Aug 3, 29, Sept 3, 27, 28 and Oct 16
- Falmouth**, Cornwall
52ft Arun ON 1058: Aug 22 (twice) and 29 (twice)
Relief 52ft Arun ON 1086: Oct 4
Atlantic 21: Aug 3 (twice), 9 (twice), 22, 23 (four times), 28, 29 (four times), 31 (three times), Oct 9 and 15 (twice)
- Filey**, North Yorkshire
12m Mersey ON 1170: Sept 20, and Oct 25 (twice)
D class: Aug 13, 15, 17 (twice), 19, 26, 31 (twice), Sept 14 and Oct 4
- Fishguard**, Dyfed
52ft Arun ON 1076: Aug 22, 28, Sept 7 and 13
- Flamborough**, Humberside
37ft Oakley ON 972: Aug 7, 19, Oct 9, 25 and 26
- Fleetwood**, Lancashire
47ft Tyne ON 1156: Aug 12, 15, 18, 22, Sept 27 and Oct 2
D class: Aug 22 (twice), 23, 24, Sept 7, Oct 3, 4 and 20
- Flint**, Clwyd
D class: Aug 14, 16 and Oct 25
Relief D class: Aug 2
- Fowey**, Cornwall
Relief 44ft Waveney ON 1003: Aug 12, 24, 25, 31 and Sept 28
- Fraserburgh**, Grampian
47ft Tyne ON 1109: Sept 4, 8, 12, 15 and Oct 28
- Galway Bay**, Co Galway
52ft Arun ON 1118: Aug 1, 2, 3, 4, 5, 6, 8, 9, 22, Sept 5, 15 and 20
- Girvan**, Strathclyde
33ft Brede ON 1105: Aug 21 and Oct 19
- Great Yarmouth and Gorleston**, Norfolk
44ft Waveney ON 1065: Aug 7, 16, 17, 29 (three times), 30, Sept 14, 15, Oct 22, and 25
D class: Aug 1 (twice), 4, 5, 11, 16 (twice), 29, 31, Sept 4, 14, 20, Oct 25, 26 and 27
- Happisburgh**, Norfolk
D class: Aug 2, 17, Sept 11, 20 and Oct 14
- Hartlepool**, Cleveland
44ft Waveney ON 1044: Aug 20, 31, Sept 26, Oct 16 and 19 Atlantic 21: Aug 12, 29, Sept 16, and 26 (twice)

AUGUST SEPTEMBER AND OCTOBER 1992

Harwich, Essex

44ft *Waveney ON 1060*: Aug 16, 22, 30, Sept 1, 3, and 24

Atlantic 21: Aug 1, 2, 4, 5, 7, 9, 18, 21 (twice), 24 (twice), 28, 29 (twice), 30 (three times), Sept 6, 13, 15, 16, 17, 19, 24, Oct 3, 4 (three times), 11 and 31

Hastings, East Sussex

12m *Mersey ON 1125*: Aug 2, Sept 5 and 9
D class: Oct 4 and 19

Relief D class: Aug 1, 4, 31 and Sept 8

Hayling Island, Hampshire

Atlantic 21: Aug 1 (four times), 2, 15, 23, 29 (five times), 30, 31 (twice), Sept 12, 26, Oct 4 (three times), 5, 6, 11, 15, 16, 23 and 25 (four times)

Helensburgh, Strathclyde

Atlantic 21: Aug 9, 16, 30, Sept 3, 6, 7, 13, 16, 19 (twice), Oct 2, 4 and 13

Holyhead, Gwynedd

47ft *Tyne ON 1095*: Aug 4, 23, Sept 19, 27, 28 and Oct 20

D class: Aug 4 and Oct 20

Horton and Port Eynon, West Glamorgan

D class: Aug 17, 22, 28, Oct 11, 13 and 26

Howth, Co Dublin

52ft *Arun ON 1113*: Aug 1, 9, 18, 22 (four times), 25, Sept 10 (twice), 28, Oct 2, and 25
D class: Aug 5, 16, 21, 26, 27 (twice), Sept 6, 11 (twice), 28 Oct 21

Hoyle, Merseyside

12m *Mersey ON 1163*: Aug 8, 12, 14 (twice), 16, 30, Sept 17 and 25

Humber, Humberside

52ft *Arun ON 1123*: Aug 1, 5, 15, 19, 21 (three times), 22 (twice), Sept 4, 6, 9, 11, 13, 19, 26, Oct 4, 5, 9, 14 and 18

Hunstanton, Norfolk

Atlantic 21: Aug 1 (twice), 2, 13, 25 Sept 1, 11 (twice), Oct 4 (twice), 9 and 25

Ilfacombe, North Devon

12m *Mersey ON 1165*: Aug 16, Sept 9, 13 and Oct 27

D class: Aug 1, 3, 16, 18, 25 (twice), Sept 28, Oct 9 and 17

Invergordon, Highland

44ft *Waveney ON 1033*: Aug 30 and Oct 5

Islay, Strathclyde

50ft *Thames ON 1032*: Oct 21

Relief 52ft *Arun ON 1077*: Aug 6, 14, 16, 23, Sept 8, 11 and 14

Kinghorn, Fife

C class: Aug 11, 18, 20, 30, Sept 2, 25, Oct 23, 31 (twice)

Kippford, Dumfries and Galloway

D class: Aug 12 (three times), 19 and Sept 26

Kirkcudbright, Dumfries and Galloway

Atlantic 21: Aug 12 (twice) and Sept 26

Kirkwall, Orkney

52ft *Arun ON 1135*: Sept 27

Kilkeel, Co Down

Atlantic 21: Sept 3 and 6

Largs, Strathclyde

Atlantic 21: Aug 4, 16, 17, 19, 22, 23, Sept 8, 13, 19, 22, 26 (three times), Oct 22 and 31

Lerwick, Shetland

Relief 52ft *Arun ON 1057*: Aug 24, 30, Sept 3 (twice), 6, 21 and Oct 8

Little and Broad Haven, Dyfed

D class: Aug 21, 25, 29 (twice) and Sept 12

Littlehampton, West Sussex

Atlantic 21: Aug 2, 6, 9, 14, 23, 26 (twice), Sept 1, 4, 20, Oct 4 (five times) and 10 (twice)

Littlestone-on-Sea, Kent

Relief *Atlantic 21*: Aug 1 (three times), 2 (twice), 6 and 16

The Lizard, Cornwall

47ft *Tyne ON 1145*: Aug 22, Sept 6, 13, 21 and Oct 17

Relief 47ft *Tyne ON 1142*: Aug 4, 8 and 13

Llandudno (Orme's Head), Gwynedd

12m *Mersey ON 1164*: Aug 22, 25, 26 (twice) and Oct 3 (twice)

D class: Aug 3, 13, 22, 26 (twice), Oct 3 (twice), 8 and 18

Lochinver, Highland

52ft *Arun ON 1144*: Aug 22 and Sept 7

Looe, Cornwall

D class: Sept 14, 16, 20, 24, 25 and Oct 25

Lough Swilly (Buncrana), Co Donegal

D class: Aug 3 (twice), 11, 12, 24 (twice), 25 (twice), 26 Sept 6 (twice), 13 and Oct 6

Lowestoft, Suffolk

47ft *Tyne ON 1132*: Aug 30 (twice), Sept 6 and 13

Lyme Regis, Dorset

Atlantic 21: Aug 3, 7 (three times), 26, 28, Oct 3, 4 and 6

Lymington, Hampshire

Atlantic 21: Aug 3 (twice), 8, 11 (twice), 12, 15 (twice), 22, 23, Sept 3 (twice), 4, Oct 14 and 25

Lytham St Annes, Lancashire

47ft *Tyne ON 1155*: Aug 6, 29, 31, Sept 30 (twice), and Oct 7

D class: Aug 20, 29, 30, Sept 7, 15, 19 and 30

Mablethorpe, Lincolnshire

D class: Aug 2, 3, 4, 5, 13, 17, 28, 29, 31 and Oct 29

Macduff, Grampian

Atlantic 21: Aug 19 and Oct 9

Mallaig, Highland

52ft *Arun ON 1078*: Aug 4, 6, 19, 21, 22, 23, 29, Sept 8, Oct 11, 16 and 22

Margate, Kent

12m *Mersey ON 1177*: Aug 12, 14 (twice), 18, 26, 30, Sept 29, Oct 12 (twice) and 20

Relief 12m *Mersey ON 1169*: Oct 27

D class: Aug 9, 10, 11, 14, 15, 22, Sept 3, 26, Oct 12 and 25

Marazion, Cornwall

D class: Aug 28

Minehead, Somerset

Atlantic 21: Aug 19, 22 and Sept 3

D class: Aug 2 and 19

Moelfre, Gwynedd

47ft *Tyne ON 1116*: Aug 1 (twice), 7, 25 and 31
D class: Aug 1, 2, 3, 15, 16, 25, 28 and Sept 15

Montrose, Tayside

47ft *Tyne ON 1152*: Aug 23, 24 and Sept 19

Morecambe, Lancashire

D class: Aug 29 and Sept 30

Muddeford, Dorset

Atlantic 21: Aug 1, 4, 9, 20, 23, Sept 1, Oct 9 and 25 (twice)

Relief *Atlantic 21*: Sept 6, 7, 12, 19 and 23

The Mumbles, West Glamorgan

47ft *Tyne ON 1096*: Aug 3 and 12

Relief 47ft *Tyne ON 1142*: Aug 23, Sept 12, Oct 2 (twice), 10 and 19

D class: Aug 6

Relief D class: Aug 22, 28 (twice), Sept 22, Oct 2 and 4

New Brighton, Merseyside

Atlantic 21: Aug 6, 13, 16 (eight times), 17, 28, 30, 31, Sept 17, 19, 25 (twice), 27 (twice), Oct 9, 18 and 22

Newcastle, Co Down

Relief 37ft *Oakley ON 942*: Aug 21, 23, 25 (twice), 30, Sept 6, 21 and Oct 15

Newhaven, East Sussex

52ft *Arun ON 1106*: Aug 1, 3, 6, 9 (twice), 16, 30, Sept 3, 11, 15, Oct 17 and 27

Newquay, Cornwall

C class: Aug 26, 29, Sept 6, 10 and Oct 10

Relief C class: Aug 1 (twice), 14 and 21 (twice)

New Quay, Dyfed

12m *Mersey ON 1172*: Aug 1, 2 and 27

D class: Aug 1, 9, 10, 12 (three times) and Sept 16

North Berwick, Lothian

Relief D class: Aug 2 and 5

North Sunderland, Northumberland

12m *Mersey ON 1173*: Aug 2, 4 and Sept 28

D class: Oct 22

Relief D class: Aug 1, 2, 14, 18, Sept 8, 13 and 28

Oban, Strathclyde

33ft *Brede ON 1102*: Aug 2, 7, 9, 16, 17, 20 (twice), 23 (twice), 26, 31, Sept 5, 12, 19, 26, Oct 14, 20 (three times), 21, 23 (twice) and 27

Padstow, Cornwall

47ft *Tyne ON 1094*: Aug 1 (twice), 15, 16, Sept 3, 21, 22 and Oct 4

Peel, Isle of Man

12m *Mersey ON 1181*: Sept 17 and 19

Relief 12m *Mersey ON 1148*: Aug 6

Penarth, South Glamorgan

D class: Aug 1, 4, 15, 16 (twice), 30 (three times), Sept 19, Oct 11 and 25

Penlee, Cornwall

52ft *Arun ON 1085*: Oct 4

Peterhead, Grampian

47ft *Tyne ON 1127*: Aug 22 and Oct 25

Plymouth, South Devon

52ft *Arun ON 1136*: Aug 8, 10 (twice), 26 (twice), 29 (twice), 30 (three times), Sept 4, 19, 29, 30, Oct 3, 5, 10 and 17

Poole, Dorset

33ft *Brede ON 1089*: Aug 3 (four times), 10, 11 (twice), 22, 23, 27 (three times), 20, 30 (twice), 31, Sept 4 (three times), 29, Oct 6 and 10 (twice)

Boston Whaler: Aug 1, 3 (five times), 5 (twice), 6, 11 (three times), 22, 23, 25, 27 (twice), 30 (twice), 31, Sept 1, 3, 4 (three times), 16, 17 (three times), 29, Oct 5, 6 and Oct 10 (three times)

Boston Whaler: Aug 1, 3 (five times), 5 (twice), 6, 11 (three times), 22, 23, 25, 27 (twice), 30 (twice), 31, Sept 1, 3, 4 (three times), 16, 17 (three times), 29, Oct 5, 6 and Oct 10 (three times)

Boston Whaler: Aug 1, 3 (five times), 5 (twice), 6, 11 (three times), 22, 23, 25, 27 (twice), 30 (twice), 31, Sept 1, 3, 4 (three times), 16, 17 (three times), 29, Oct 5, 6 and Oct 10 (three times)

Boston Whaler: Aug 1, 3 (five times), 5 (twice), 6, 11 (three times), 22, 23, 25, 27 (twice), 30 (twice), 31, Sept 1, 3, 4 (three times), 16, 17 (three times), 29, Oct 5, 6 and Oct 10 (three times)

Poole, Dorset (Training)

12m *Mersey ON 1185*: Sept 15

Portaferry, Co Down

Atlantic 21: Aug 14, 15, 29, Sept 10, 23, 28 and 29

Porthcawl, Mid Glamorgan

D class: Aug 1, 2, 10, 14, 17 (twice), 20, 22, 31, Sept 12, 20, Oct 16 and 18

Porthdinllaen, Gwynedd

47ft *Tyne ON 1120*: Aug 3, 28, Sept 7 and 13

Portree, Isle of Skye

44ft *Waveney ON 1042*: Sept 2, 4, 6, Oct 5, 28 and 30

Port Erin, Isle of Man

Relief *Atlantic 21*: Aug 14 and Sept 28

Port Isaac, Cornwall

D class: Aug 2 (twice), 3, 4, 6, 9, 10, 16, 22 (twice), 29, Sept 17, 19 and Oct 27

Lifeboat Services

August September and October 1992

The services listed are those for which returns had been received at Headquarters by 1 February 1993. There may be additional services for which returns had not been received by that date.

LIFEBOAT SERVICES

August September and October 1992

Continued

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: Aug 15 and 19

Relief 47ft Tyne ON 1146: Sept 16, 17, Oct 1 and 7

Portrush, Co Antrim

52ft Arun ON 1070: Aug 4, 6, 9, 27, Sept 5, 23, 29, Oct 4 and 13

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: Aug 2, 3, 7, 8, 9, 10, 12, 15 (twice), 23, 28, 31, Sept 7, 13, 21, 27, 30, Oct 4 (twice), 15, 18, 23, 24 and 27

D class: Aug 3, 8, 10, 15, 31, Sept 13 and 21

Port St Mary, Isle of Man

54ft Arun ON 1051: Oct 14

D class: Oct 14

Port Talbot, West Glamorgan

D class: Aug 12 and Sept 19

Pwllheli, Gwynedd

12m Mersey ON 1168: Aug 25, 29, Sept 7 and 28

Queensferry, Lothian

Atlantic 21: Aug 10, 20, Sept 13, 19, 23, Oct 11 (twice) and 19

Ramsey, Isle of Man

12m Mersey ON 1171: Aug 21 and 30

Ramsgate, Kent

47ft Tyne ON 1154: Aug 1, 3, 12, 16 (three times), 22 (twice), Oct 12 and 20

Atlantic 21: Aug 7, 17, 22 (twice) and Oct 20

Red Bay, Co Antrim

C class: Aug 13 (twice) and 31

Redcar, Cleveland

Atlantic 21: Aug 2, 16, Oct 6 and 25

D class: Oct 6

Rhyl, Clwyd

12m Mersey ON 1183: Aug 6, 16 (three times), 26, 27, Sept 6, 7, 10 and Oct 25 (three times)

D class: Aug 2, 5, 7 (twice), 16, 20, 21 (twice), 26 and 27

Rosslare Harbour, Co Wexford

Relief 52ft Arun ON 1160: Aug 1, Sept 20 and 22

Rye Harbour, East Sussex

C class: Aug 1, 15, 26 (twice), Sept 9 and Oct 11

St Abbs, Borders

Atlantic 21: Sept 20 (twice), Oct 3 and 11

St Agnes, Cornwall

D class: Aug 2

St Bees, Cumbria

C class: Oct 6 and 18

St Catherine, Channel Islands

Atlantic 21: Aug 6, 27, 31, Sept 12, 15, 23 and Oct 23 (twice)

St David's, Dyfed

47ft Tyne ON 1139: Sept 25 and 26

Relief 47ft Tyne ON 1146: Aug 3, 15 (twice) and 29 (twice) St Helier, Channel Islands

47ft Tyne ON 1157: Aug 3, 4, 13, 15 (twice), 16, 20, 22 (twice), 27, 31 and Sept 3

St Ives, Cornwall

12m Mersey ON 1167: Sept 18, 20, 21, 22 and Oct 8

C class: Aug 21, 28 and Sept 12 (twice)

St Mary's, Isles of Scilly

52ft Arun ON 1073: Aug 12, 27 and Sept 1

Relief 52ft Arun ON 1086: Aug 3

St Peter Port, Channel Islands

52ft Arun ON 1025: Aug 9, 20 (twice), 22, 24, 29 (twice), Sept 5, 13, 16, 26, Oct 6

Relief 52ft Arun ON 1108: Oct 24, 25 (twice), 28 and 30

Salcombe, South Devon

47ft Tyne ON 1130: Aug 3, 7, 13, 23, 25, 26, 30, Sept 3, 13 and 27

Scarborough, North Yorkshire

12m Mersey ON 1175: Aug 12, 19, Sept 19 and Oct 9

D class: Aug 6 and 31

Selsey, West Sussex

47ft Tyne ON 1074: Aug 1 (three times), 2, 7, 15, 30, Sept 22, Oct 13 and 25

D class: Aug 22, Sept 27, Oct 1 and 11

Relief D class: Aug 1 (twice) and 2

Sennen Cove, Cornwall

12m Mersey ON 1176: Aug 15, Sept 21 and 26

Relief 12m Mersey ON 1162: Aug 22, 26, 29

Sheerness, Kent

44ft Waveney ON 1027: Oct 31 (twice)

Relief 44ft Waveney 1002: Aug 19, 22, 26, 30 (nine times), Sept 1 (three times) and Oct 11 (three times)

D class: Sept 13, (twice), 18, 19 (twice), 21, 26, Oct 11 (twice) and 24

Relief D class: Aug 20, 22 (twice), 23 (twice), 26 (three), Sept 1 (four times) and 6

Sheringham, Norfolk

Atlantic 21: Aug 11, 12, 17, Sept 5, 8 and Oct 28

Shoreham Harbour, West Sussex

47ft Tyne ON 1158: Aug 2, 9, 13, 17, 23, Sept 2 and 23

Relief 47ft Tyne ON 1075: Oct 4

D class: Aug 22 and 23

Relief D class: Aug 1, 2, 4 and 9

Silloth, Cumbria

Relief Atlantic 21: Oct 11

Skegness, Lincolnshire

12m Mersey ON 1166: Aug 1, 15, 16, 17, 21 and Sept 13

D class: Aug 1, 2, 4, 5 (twice), 13, 17, 21, 24, Sept 15 (twice) and Oct 14

Skerries, Co Dublin

D class: Aug 26

Southend-on-Sea, Essex

D class: Aug 1, 2, 4 (twice), 9, 18, 19, 22, 27 (twice), Oct 4 (twice), 22, 27 (twice) and 31
Atlantic 21: Aug 1 (twice), 2 (five times), 7, 9, 15 (twice), 22 (twice), 23, 27, 30 (twice), Sept 12 (three times), 13 (twice), 28 (twice), 29, Oct 4, 11, 24 and 31

Southwold, Suffolk

Relief Atlantic 21: Aug 1, 5, 11, 12, 15, 22, 25 (twice), 29 and 30

Stornoway (Lewis), Western Isles

52ft Arun ON 1098: Sept 7 and 11

Stranraer, Dumfries and Galloway

D class: Aug 8 and Sept 2

Stromness, Orkney

52ft Arun ON 1099: Aug 13, Sept 14 and 27

Sunderland, Tyne and Wear

44ft Waveney ON 1043: Sept 20, 26, Oct 3 and 8
Relief 44ft Waveney ON 1001: Aug 16, 25, Sept 3 and 5

D class: Aug 16, 26 and Sept 20

Swanage, Dorset

12m Mersey ON 1182: Aug 1, 15, 20, 22, 29, 30 (three times) and Oct 25

Teesmouth, Cleveland

47ft Tyne ON 1110: Aug 13, Sept 6, 25 (twice), 26, 28, Oct 13 and 25

Teignmouth, Devon

Atlantic 21: Aug 1, 18, 23, 26, 29 (four times), Sept 2, 17, 25 and Oct 21 (twice)

Tenby, Dyfed

47ft Tyne ON 1112: Aug 31, Sept 12 (three times), 20 (twice), and Oct 27

D class: Sept 20 (twice), 27 and 28

Relief D class: Aug 3 (twice), 7, 9, 10, 12, 16, 17, 20, 24, 25, 26, 28 (twice), 29, 30, 31 (twice) and Sept 2

Thurso, Highland

Relief 52ft Arun ON 1103: Oct 1

Tighnabraich, Strathclyde

D class: Aug 3, 4, 22 and Sept 7

Tobermory, Strathclyde

54ft Arun ON 1052: Aug 5, 11, 15, 21 (twice), Sept 1 and 6

Torbay, South Devon

54ft Arun ON 1037: Aug 2, 20, 22 (twice), 27, Sept 25, 27, 28, Oct 13, 19, 20, 22, 24 and 25

D class: Aug 3, 7, 11, 20 and 30

Tramore, Co Waterford

D class: Aug 9

Trearddur Bay, Gwynedd

D class: Aug 1 and 12

Relief D class: Aug 23 (twice), Sept 26, Oct 2 and 20

Troon, Strathclyde

52ft Arun ON 1134: Aug 3, 7, 10, 16, 24, 29, 31, Sept 7, 25, 27, 28 (twice) and Oct 31

Tynemouth, Tyne and Wear

52ft Arun ON 1061: Aug 20, 25, Sept 18, Oct 2 and 7

Valentia, Co Kerry

52ft Arun ON 1052: Aug 14, 17, Sept 10 and 14

Walmer, Kent

Atlantic 21: Aug 13, Sept 5, 8, 17, 18, 25, Oct 15 and 27

D class: Aug 2, 25, 28, Sept 5, 18 Oct 27

Walton and Frinton, Essex

48ft 6in Solent ON 1012: Aug 13, 15, 19, 23, 26 and 30 (twice)

Relief 48ft 6in Solent ON 1019: Oct 10

Wells, Norfolk

12m Mersey ON 1161: Sept 8

D class: Aug 13, 22, 25, Sept 8, Oct 9 and 17

West Kirby, Merseyside

D class: Aug 1, 14 and Oct 31

Relief D class: Aug 31 (twice), Sept 22 and 24

West Mersea, Essex

Atlantic 21: Aug 13, 23, 30 (five times), Sept 28, Oct 4, 6, 9 (twice) and 25 (three times)

Weston-super-Mare, Avon

Atlantic 21: Aug 15, 28, 29, 30, Sept 6 and Oct 31

Relief Atlantic 21: Aug 2, 4, 9 and 14

D class: Aug 21, 28, 29, 30 and Sept 6

Weymouth, Dorset

54ft Arun ON 1049: Aug 1, 3, 11, 12, 13 (twice), 19, 22, 28, 30 (twice), Sept 4, 11 and Oct 25

Whitby, North Yorkshire

47ft Tyne ON 1131: Aug 9, 18, Sept 14 and 23
Relief 47ft Tyne ON 1122: Oct 11 (twice), 12, 13, 26 and 28

D class: Aug 10 (twice), 13, 22 (twice), 24, 29, 31 and Sept 18

Relief D class: Oct 8, 11 and 23

Whitstable, Kent

Relief Atlantic 21: Aug 1 (twice), 2, 9, 11, 12 (twice), 27 (twice), 29 (twice), Sept 2, 6 (four times), 18, 26, Oct 8 and 10

Wick, Highland

47ft Tyne ON 1121: Oct 14

Relief 47ft Tyne ON 1133: Aug 18; 30 and Sept 26

Wicklow, Co Wicklow

47ft Tyne ON 1153: Aug 2 (three times), 8, Sept 4, 22, Oct 9, 18 and 25

Withernsea, Humberside

D class: Aug 11, 19, 20, 24, 29, 31 (three times) and Sept 3

Relief D class: Oct 18

Workington, Cumbria

47ft Tyne ON 1141: Aug 3, 5, 22, Sept 19 and Oct 6

Yarmouth, Isle of Wight

52ft Arun ON 1053: Aug 1, 3 (four times), 15, 16, 29, Sept 1, 3, 12, 15, 26 (three times), Oct 5, 11, 18 and 25

Youghal, Co Cork

Atlantic 21: Aug 12, 24 and Oct 13

Lifeboats on Passage

12m Mersey ON 1186: Aug 13 and Sept 1

Around the Fundraising Regions

branches and guilds in the Southern and Republic of Ireland regions

SOUTHERN ENGLAND

RNLI
17 Cobham Road
Ferndown
Wimborne
Dorset BH21 7PE
Tel (0202) 861166
Fax (0202) 861116
Regional Manager:
Mrs E. W. Nelson

Berkshire

Ascot
Bracknell and District
Caversham
Cookham
Crowthorne and District
Datchet
Hungerford
Lambourn
Maidenhead
Mortimer and District
Newbury and District
Old Windsor
Pangbourne and District
Reading
Slough and District
Sonning
St Sebastians
Tilehurst and Purley
Twyford, Ruscombe and Hurst
Wargrave
Windsor
Wokingham and District
Woodley

Dorset

Beaminster and District
Blackmore Vale
Blandford and District
Bournemouth – Boscombe
Bournemouth – Guild
Bournemouth – Moordown/
Charminster
Bournemouth – North West
Bournemouth
Bournemouth – Southbourne
Bournemouth – Westbourne
Bridport and District
Broadstone
Burton
Canford Heath
Christchurch
Dorchester and District
Ferndown and District
Highcliffe
Lyme Regis – Branch
Lyme Regis – Guild

Mudford – Branch
Mudford – Guild
Poole – Branch
Poole – Guild
Shaftesbury
Sherborne
Swanage – Branch
Swanage – Guild
Verwood and Cranborne
Wareham and District
West Moors and District
Guild
Weymouth – Branch
Weymouth – Guild
Wimborne and District

Hampshire

Aldershot
Alton
Andover
Basingstoke and District
Bishop's Waltham
Botley
Bransgore and District Guild
Calshot – Branch
Calshot – Calshot and
District Fundraising Branch
Denmead/Hambledon
Eastleigh and District
Emsworth
Fareham
Farnborough
Fleet and District
Fordingbridge and District
Gosport
Hamble – Branch
Hamble – Guild
Hartley Wintney
Havant
Hayling Island – Branch
Hayling Island –
Fundraising Branch
Hedge End Guild
Hythe and District
Liphook
Liss
Locks Heath and District
Lymington – Station Branch
Lymington – Branch
Lymington – Guild
Lyndhurst
Milford-on-Sea
New Milton, Barton-on-Sea
Odiham and District
Petersfield
Portchester
Portsmouth (Langstone
Harbour) – Branch
Portsmouth South
Portsmouth and Southsea
Guild
Portsdown

Ringwood
Romsey and District
Southampton Lifeboat Board
Southampton – Bassett and
District
Southampton – Bitterne
Southampton – City and
Docks
Southampton – Guild
Southampton – Shirley
Southampton – Test
Southampton – West End
Southampton – West Itchen
Southampton – Woolston
Stockbridge
Tadley and District
Totton
Waterlooville
Watership Down
Wickham/Curdridge
Winchester
Yateley

Isle of Wight

Isle of Wight Lifeboat Board
Back of the Wight
Bembridge – Branch
Bembridge – Guild
Coves Guild
East Coves
Newport
Ryde
Sandown and District
Seaview/St Helens
Shanklin and District
Ventnor and District
Wootton Creek
Yarmouth – Branch
Yarmouth – West Wight
Guild

Oxfordshire

Abingdon
Days Lock Island
Didcot
Faringdon and District
Headington
Henley on Thames and
District
North Hinksey
Oxford City
Thame and District
Wallingford
Wantage
Wheatley and District

Wiltshire

Bradford on Avon
Calne
Chippenham
Corsham and District
Cricklade

Devizes
Highworth and District
Malmesbury and District
Marlborough and District
Melksham
Pewsey and District
Salisbury
South West Wilts
Stonehenge District
Swindon
Trowbridge
Warminster and District
Westbury
Wilton and District
Wooten Bassett and District
Wroughton and District

Channel Islands

Alderney – Branch
Alderney – Guild
Guernsey (St. Peter Port) –
Branch
Guernsey – Guild
Jersey (St. Helier) – Branch
Jersey (St. Catherine) –
Branch
Jersey – Guild

REPUBLIC OF IRELAND

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J. Cavanagh

Co Carlow
Carlow County
Carlow Town

Co Clare
Ennis
Kilrush/Kilkee
Lahinch

Branches and guilds from the Southern and Republic of Ireland Fundraising regions are listed under the names and addresses of Regional Offices and their Regional Managers. 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 the Regional Manager in their region.

Around the Fundraising Regions

Continued from previous page

branches and guilds in the Southern and Republic of Ireland regions

Co Cork

Ballycotton Fundraising Committee
Ballydehob
Baltimore Fundraising Committee
Bandon
Bantry Bay
Castletownbere
Castletownshend
Clonakilty
Cobh
Cork
Courtmacsherry
Crookhaven
Crosshaven
Kinsale
Leap, Glandore and Union Hall
Mallow
Midleton
Schull
Roscarberry
Skibbereen
Youghal – Branch
Youghal – Guild

Co Donegal

Arranmore
Cardonagh/Malin
Donegal
Downings
Dunfanaghy
Dungloe, Burtonport and The Rosses
Gortahork and Falcarragh
Greencastle/Moville
Gweedore
Killybegs
Lough Swilly
Letterkenny
Narin, Portnoo and Rosbeg
Ramelton/Milford/
Rathmullan

Co Dublin

Balbriggan
Blanchardstown,
Castleknock and Clonsilla
Butterfield/Rathfarnham
Cabinteely
Clontarf
Dublin
Dundrum/Goatstown
Dun Laoghaire – Branch
Dun Laoghaire – Guild
Howth – Branch
Howth – Guild
Lucan
Ringsend/East Wall
Shankill

Skerries

Terenure

Co Galway

Clifden
Connemara
Galway Bay Fundraising Committee
Galway City
Oughterard

Co Kerry

Ballybunion
Cahirciveen
Cahirdaniel
Castlegregory
Dingle
Killarney
Killorglin
Sneem
Tralee
Valentia
Waterville

Co Kildare

Athy
Naas
North Kildare

Co Kilkenny

Kilkenny

Co Laois

Portlaoise

Co Limerick

Askeaton
Foynes
Limerick

Co Longford

Longford

Co Louth

Clogherhead
Drogheda
Dundalk

Co Mayo

Achill
Ballina
Ballyglass
Castlebar
South Mayo

Co Meath

Meath County

Co Offaly

Edenderry
Tullamore

Co Roscommon

Boyle

Co Sligo

County Sligo
Enniscrone

Co Tipperary

Cahir
Carrick-on-Suir
Cashel
Clonmel
Nenagh
Roscrea
Thurles

Co Waterford

Dungarvan
Dunmore East – Branch
Dunmore East – Guild
Lismore/Cappoquin
Tramore
Waterford

Co Westmeath

Athlone
Mullingar

Co Wexford

Courtown
Enniscorthy
Hook
Kilmore Quay – Branch
Kilmore Quay – Guild
New Ross
Wexford/Rosslare – Branch
Wexford/Rosslare – Guild

Co Wicklow

Arklow
Bray
Greystones
Newtownmountkennedy
Wicklow – Branch
Wicklow – Guild

Branches listed in previous issues of The Lifeboat

South East Region – Autumn 1992

RNLI, River House, Bell Lane, Uckfield, Sussex TN22 1AE

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Regional Manager: M.J. Ashley

North West Region – Autumn 1992

RNLI, 18 Half Edge Lane, Eccles, Manchester M30 9CJ

Telephone: 061-787 8779 Fax: 061-787 8926

Regional Manager: Ms S. Hennessy

Central England Region – Summer 1992

RNLI, 102 Birmingham Road, Bromsgrove, Worcestershire B61 0DF

Telephone: (0527) 575017 Fax: (0527) 579121

Regional Manager: Ms J. Feeney

Wales Region – Summer 1992

RNLI, Caerwys House, Windsor Lane, Cardiff, S. Glamorgan CF1 3DE

Telephone: (0222) 394546 Fax: (0222) 394546

Regional Manager: Miss A.M. Williams

Greater London Region – Spring 1992

RNLI, 202 Lambeth Road, London SE1 7JW

Telephone: 071-928 5742 Fax: 071-928 0836

Regional Manager: Miss A. Wilkins

Eastern Region – Spring 1992

RNLI, Spooners Lane, Hadleigh, Suffolk IP7 5EZ

Telephone: (0473) 822837 Fax: (0473) 824564

Regional Manager: G.E. Price

South West Region – Winter 1992/93

RNLI, Princes Wharf, Wapping Road, Bristol BS1 4RN

Telephone: (0272) 291939 Fax: (0272) 291187

Regional Manager: A. Young

North East Region – Winter 1992/93

RNLI, The Mill, Glasshouses, Nr. Harrogate, N. Yorkshire HG3 5QH

Telephone: (0423) 711677 Fax: (0423) 712533

Regional Manager: Mrs C. Goodall

Branches to be listed in future issues

Scotland Region

RNLI, Bellevue House, Hopetoun Street, Edinburgh EH7 4ND

Telephone: 031-557 9171 Fax: 031-557 6943

Organising Secretary: D. Richardson

Northern Ireland Region

RNLI, 33 Saintfield Road, Belfast BT8 4AF

Telephone: (0232) 645645 Fax: (0232) 642083

Regional Manager: Mrs M.E. Duffin

Note:

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

Some ways of filling the coffers...

FORTHCOMING EVENTS

We regret that we are unable to include notices of forthcoming events in THE LIFEBOAT. Although we appreciate fully the benefits of obtaining advance publicity for fundraising events the sheer number involved would soon swamp the journal.

There are some 2,000 Branches and Guilds and if, for example, we were to include one event a month from each, the quarterly journal would need to list some 6,000 events. Even in a barely-readable type size this would occupy more pages than are available in the entire journal!

It would be invidious to select just a few events and to exclude others and so we must continue the present policy, which is to report as many fundraising events as possible immediately **after** they have taken place.

Deadlines for copy are given in each issue of the journal, and we make every effort to include all reports received in time.

Starting Young



Seven-year-old Sally Manners, daughter of Morpeth ladies' guild's honorary secretary, organised her own coffee morning for the guild and raised a splendid £79.

Sally was assisted by her friend Olivia Clerey. For safety reasons they did not

make the coffee but served it (at 10p a cup) washed up and generally supervised proceedings. A bring and buy stall was also manned by children.

Pictured are (from left to right, rear) Olivia Clerey and Sally Manners with Imogen Clerey in the foreground.

In Brief

COUPLES took to the floor at Henley Town Hall for a tea dance in aid of the RNLI. With the encouragement of master of ceremonies, Ronnie Manns, the dancers quickstepped, waltzed and tangoed to live music. Between the dancing everyone sat down to afternoon tea laid on by the **Henley-on-Thames** branch and £125 was raised from a very enjoyable afternoon.

TWO successful fundraising events were held by **Evesham** ladies' guild in the autumn of 1992 - a fashion extravaganza in Evesham Arts Centre and a coffee morning in the Evesham Hotel (by invitation of the Jenkinson family). Together the events raised £2,200.

ANOTHER successful year has been reported by **Highcliffe** branch, with £10,000 being forwarded to Headquarters in 1992. 1993 started well when a very successful Christmas Fayre raised £888.

FAMOUS Names were auctioned by the **Fishguard and Goodwick** ladies' guild, raising a splendid £1,842. Over a period of 12 months many famous people were asked to donate gifts for the auction, with items ranging from a Jaeger scarf to a radio donated by HM The Queen Mother.

TICKETS sold by **Merthyr Tydfil** branch for a trolley dash at a local Asda Superstore realised £1,600.

A FASHION show organised by the **Ventnor** and district branch at the town's Winter Gardens raised over £450.

THE AUTUMN coffee morning held by **Bournemouth** ladies' guild raised £505, and its annual bridge afternoon added another £437. A donation of £1,000, which is received annually from a charitable trust, added yet more funds and by the end of September 1992 the guild had raised £16,333.

KAY Magee of **Maghera** branch, organised an all day Open House at her home and raised the outstanding sum of £800.

GUILDFORD Coastal Cruising Club joined with the musical group **Rendezvous** and the **Guildford** branch to entertain shoppers with Christmas carols one Saturday morning last December. The grand sum of £348.42 was collected in two hours singing in the Friary Centre, Guildford - a considerable tribute to all those taking part.

Twenty-one years of fundraising by **Bude** ladies' guild were celebrated with an anniversary lunch last year. Some 70 members attended and the Bude carnival prince and princess (two five-year-olds) presented the president, Miss Mary Francis, with a bouquet of flowers and cards bearing good wishes from the town. During the past 21 years the guild has raised more than £40,000.

FOR two hours on Christmas Eve a team of hand-bell ringers from **Canvey Island** branch pealed carols in the shopping arcade in Canvey Island. With aching wrists the ringers were delighted to raise £235 in the short time allotted to them.

Seven into three does go...

Seven Nottinghamshire police officers took part in the 1992 Karrimor Three Peaks Yacht Race last June. First run in 1977 the aim is to climb the highest peaks in Wales, England and Scotland, travelling between the locations by yacht.

The race started in Barmouth, Wales in June and attracted entrants from all over the world. The teams sailed 350 miles and the runners completed 70 miles of road work and climbed 11,000 feet, including Snowden, Scafell and Ben Nevis.

In November the team organised an evening event to thank their sponsors and to present a cheque for £1,239.87 to Alan Randall, honorary secretary of Hucknall branch. A raffle resulted in a further £199 being donated to the RNLI.

Another Three Peaks ... with a difference

Severe Gale Force 9 winds on August Bank holiday in 1992 did not deter over 40 adults and children from the Borthwen Caravan Site, Llwyngwril, Gwynedd undertaking the Borthwen Three Peaks race.

Running and walking from Llwyngwril to Fairbourne, climbing three peaks on the way, the children set the pace and nobody could catch them. Most importantly, £338.68 was raised for the Barmouth lifeboat.

Two fit for words!

Two very fit gentlemen each undertook separate events to raise money for Newport branch.

Sixteen-year-old Jeremy Chamberlain, a pupil at Rougemont School, completed a sponsored cycle ride from Newport to Southampton and raised £220. He also persuaded Sea Link to donate two ferry tickets to his fundraising drive. Jeremy later presented the cash and tickets to Mrs Daphne Patrick, chairman of Newport branch committee.

Mr Bewg, 52, ran the veteran road runners national championships full marathon last October in a time of 3 hours 34 minutes. Sponsorship money from this run and two previous half marathons has totalled £1,000. Splendid fundraising achievements from both gentlemen.

Doctor in the swim

A sponsored swim by Doctor Richard Walton from Porthgwarra Cove, Land's End to Lamorna Cove, a distance of 5.2 miles, resulted in an amazing £3,500 for the Institution.

Doctor Walton from Windsor, an experienced middle-distance sea swimmer, was accompanied by a safety boat and completed the swim in 2 hours 50 minutes last September.

Euro Auto Challenge



Lymington lifeboat crew member Falcon Hawkins, together with three friends, raised £2,200 in sponsorship money for the RNLI by taking part in the 1992 Euro Auto Challenge organised by the European newspaper.

In an attempt to establish a new world record for driving in the shortest time through the 12 member countries of the EC, Falcon's team, driving a Vauxhall Carlton 3-litre GS, started the rally in Paris on 27 September and completed the challenge a week later in London.

Twenty-nine of the entrants dropped

out through mechanical failure or fatigue and Falcon and his co-drivers (one of only three amateur teams taking part) finished 19th out of 36 overall and 9th out of 16 in the men's class.

They hope to take part in this year's challenge which will involve an even longer route – through Russia.

Pictured are the four drivers (from left to right) Falcon Hawkins, Vic Perfitt and his two sons Raoul and Jason outside the Lymington boathouse, together with the rally car and Lymington's Atlantic 21 lifeboat, *Frank and Mary Atkinson*.

In Brief

A BUFFET dance, held at Tolworth last October thanks to the generosity of Michael Fletcher who again arranged the venue and provided the flowers and food, raised £1,570 for **Surbiton** branch.

INSPECTION of the old minute book of **Hull** ladies' guild has confirmed that the guild has been raising money for 40 years. Last year the sale of souvenirs and various events ranging from a bridge lunch, a young people's ball, coffee mornings and donations raised over £5,680.

A PUNCH party at the Villa Rothsay Hotel (by kind permission of the Ankers family) in November raised £739 for **Cowes** ladies' guild from the sale of tickets, raffles and an auction of a book and a doll.

THE **Coleraine/Castlerock** branch is going from strength to strength and, together with other successful fundraising efforts, the Stableford competition held at Castlerock golf club raised a splendid £2,821.

GRAHAM Moates and Justin Hawkins, hydrographic surveyors at Wimpol of Swindon, cycled the entire distance from John O'Groats to Land's End and raised £1,008.30 for the lifeboat service. Averaging 55 miles a day it took the two men 18 days to complete the journey.

REGULARS at The Greyhound Inn, **Reigate**

and **Redhill** branch area, persuaded one of their number to have his head shaved to help the lifeboats. Sponsorship and a collection raised over £240.

THE IMPRESSIVE Great Hall at Bisham Abbey was the setting for **Beaconsfield** branch's Trafalgar Night Dinner. As a result of the generosity of members and supporters the lifeboat service will benefit to the tune of £1,600.

DURING the 1991/92 financial year **Ken-sington** branch registered a record breaking total of over £21,000. This included a magnificent £9,256 collected in Lifeboat Week.

DESPITE the recession the RNLI Christmas shop in Ramsey, Isle of Man took £5,602 in its 12 days of trading. It was manned by a hard working rota of ladies from the **Ramsey** guild who were very fortunate to be lent a vacant shop in a prime position through the courtesy of the owner, Barrie Jones.

TERRY Hall's stop-smoking sponsorship has resulted in a grand total of £550. Terry (Nobby) of the **City of Derby** branch has donated £150 of this amount to the RNLI. DURING 1992 Mrs Joan Getty made arrangements for **Bangor** ladies' guild to sell souvenirs to members of East Down yacht club and Pat McCarroll, chairman of the guild, is most grateful for the £940 raised.

Message in a bottle

During 1992 Fergus Bolger, newly appointed chairman of Arklow branch launched himself off to local primary schools to spread the word about the lifeboat service, with special emphasis on Arklow lifeboat.

It was during his question-and-answer sessions with the schoolchildren that Fergus thought up the idea of a 'message in a bottle' competition – pupils would put their own message in a bottle which would then be launched from Arklow. The winner would be the 'owner' of the bottle which was retrieved the furthest distance from Arklow.

For an entry fee of 50p each child completed a message form and when the bottles had been collected (70 in all) they were launched but to sea during a lifeboat exercise.

One week later the first replies came back from Rosslare, but as time passed replies came from further afield and Suzanne Byrne was the lucky youngster whose bottle had travelled the greatest distance – all the way to Black Rock Beach, in Brighton, Sussex.

Suzanne's prize was £10 and a visit to Arklow lifeboat house to meet the coxswain.

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The big break



Nicholas White, aged 19, an indefatigable fundraiser for the Ivybridge and district branch, is pictured outside No.10 Downing Street at the end of his latest money-spinning venture.

In Brief

SINCE Beckenham branch was re-formed four years ago its five committee members have organised a variety of events, including a coffee party which raised £846 in one-and-a-half hours. The branch also sold over £460 worth of Christmas cards.

THANKS to the Walthamstow newspapers Guardian and Gazette target bonds scheme, 24,350 bonds worth £315 were collected by members of the Loughton and district branch. The money will be used to buy a full set of protective equipment (waterproof trousers, jacket, boots and lifejacket) for a crew member on the Cromer all-weather lifeboat.

ANOTHER successful year was reported at the AGM of the North Sunderland ladies' guild. The harbour fete raised £10,644 and sales in the shop realised £18,984 and these, together with the results of other events, enabled the guild to send a record £29,000 to the Institution in 1992.

MORE than 400 teenagers bopped the night away at the Twelfth Night Ball organised by Glasgow North branch at the Forte Crest Hotel. A mixture of Scottish country dancing and disco at this very successful event realised a net amount of £5,940.83.

THE CUAN Bar in Strangford, County Down held its annual New Year's Day swim, attracting 33 entrants and raising over £1,000 for Banbridge branch.

THE COFFERS of Bishop's Waltham branch were unexpectedly swelled by £75 which was handed to them by a young naval officer. He had won a private bet and then decided to donate his winnings to the RNLI. The total amount raised by the branch last year was over £7,000.

Sponsored by donations on a 'get-as-far-as-you-can' simulated break-out from Channings Wood prison in south Devon, Nick managed to get as far as Derby in 24 hours. It would have been further – to the continent – but for a bomb scare in central London which delayed his journey and led to him missing his flight from Heathrow.

Nevertheless Nick managed to meet up with BBC Radio One's Tommy Vance, Dave Lee Travis and Philip Schofield and also enlisted the support of John Stapleton, presenter of 'Watchdog'.

Singing along for the RNLI

No fewer than eleven members of The Sheringham Shantymen are past or present members of the RNLI, and with another three auxiliary coastguards in their ranks it is hardly surprising that the RNLI figures highly as a beneficiary of their efforts.

The money which they raise from performances and from the sale of their audio tape (a second is due out later this year) goes to charity – and 10% of that is destined for the RNLI.

Their second year of operation resulted in the RNLI receiving £400, and with the new tape on the way hopes are even higher for the next year of shanty-singing.

The Sheringham Shantymen can be contacted via their Vice Chairman and Press Officer, Tony Sadler, 10 Hooks Hill Road, Sheringham, Norfolk NR26 8NL, who can also arrange for the sale of their tapes – which are £6 each including post and packing. Cheques should be made payable to 'The Sheringham Shantymen'.

Instant test

An emergency call interrupted a presentation ceremony at Hunstanton lifeboat station and those present were given a live demonstration of the crew in action.

Biggleswade Round Tablers had raised £1,000 from a sponsored row on the River Ouse in September and the members of the inshore lifeboat crew were about to show off their new waterproof suits which the money had bought when they had to launch the lifeboat to rescue a windsurfer who was trying to swim to the shore off Hunstanton lighthouse.

The lifeboat reached him within six minutes and brought him safely back to shore, cold and exhausted but otherwise unharmed.

Wine quiz

The village hall in Henfield, West Sussex was the venue for a wine quiz evening organised by the local branch.

The quiz master was Charles Metcalfe, a wine expert from the Homes and Gardens magazine and the presenter of a television wine programme. One hundred and forty people attended and were seated in tens at tables. They were then asked to sample eight different wines during the course of the evening. After each wine Charles Metcalfe asked three questions relating to each wine and marks were awarded for a correct answer.

As the evening progressed the atmosphere became more 'relaxed' but the competition grew fiercer. Indeed, going into the last round of questions two tables tied for first place and it took three tie-break questions before a winner was declared. All concerned then agreed to share the first prize – a case of quality wine donated by King and Barnes Brewery, who also supplied the wine for the quiz.

At the conclusion of the quiz each participant received more wine together with a selection of 22 cheeses. Needless to say everyone agreed the whole event had been an enormous success, raising some £913 for Henfield branch.

The last and the first

December 1992 saw Hitchin and district branch holding its last fundraising event of the year – the annual punch, pies and carols evening at Mr and Mrs John Perkins' tithe barn. Over 300 prizes were donated for the tombola and a magnificent £700 was raised as a result of this very popular event.

The first event in 1993, an afternoon tea, took place on a very cold day in Church House, raising just over £100.

A good start

Nuneaton and District branch started the new fundraising year with a flag day in the town centre.

A good turnout of committee, members and local Round Tablers enabled a 33-strong rota of collectors to be out and about during the day resulting in a splendid collection of £1,052.28.

Mrs Jenny Bates and Margaret James manned the charity stall in the market place and sold £139.40 worth of souvenirs, as well as making £129.20 on a raffle – resulting in a grand total for the day of £1,320.88.

Dynamic duo

At the end of January 1993, T. Robert Wieck (22) and Rachel Wieck (18) performed a recital of piano and viola music at Edington Priory Church.

The audience was treated to a selection of short solo and duo pieces, including music by Ravel, Brahms, Mozart and Faure, as well as two pieces composed by Robert himself.

Robert and Rachel raised the grand sum of £330 for Westbury branch, and are available to do similar concerts elsewhere to raise money for the RNLI.

Head on at Newbiggin!



Newbiggin lifeboat station is situated within the area of Wansbeck district council, and it is the custom for the civic head of the council to nominate a charity appeal during his year of office. During 1991/92 the duty of civic head fell to Councillor Jack Dodds of Newbiggin.

Jack is from an old Newbiggin family,

his grandfather James Dent was a crew member of the lifeboat in the early 1900's and his uncle Thomas Dent was a coxswain of the *Augustus and Laura* and its replacement the *Richard Ashley*. Not surprising therefore that Jack chose the RNLI for his nominated charity.

During his year in office he organised many fundraising events and a total of £6,334 was finally raised and presented to Newbiggin branch.

Pictured with Jack (centre) are John Robinson, chairman of Newbiggin branch (left) and Stan Green, station honorary secretary.

Little Treasures!



After raiding their toy cupboards and wardrobes Amy Bromilow, left, aged eight, and her sister Rebecca, aged ten, held a jumble sale outside their home in Stoneclough, raising £80.63 for Farnworth and Kearsley branch of which their father, Michael, is a committee member.

Photo courtesy Bolton Evening News

Christmas shopping spree!

The Christmas shop manned by members of the Edinburgh, Leith and Granton ladies' guild for just seven weeks, resulted in an astounding total sales figure of £31,882.40.

In at the deep end

Two retired businessmen from Ross-on-Wye dived in to the Wye Lea Leisure Centre pool – and raised £319 in sponsorship money as part of the Swimsafe 92 appeal.

Bill Petts (67), who has a replacement hip, swam an impressive 50 miles and collected £180. Stuart Rosser (66) topped it up with £139 by completing 17 miles. The swim was completed over a period of ten weeks.

The Fundraisers

The final date for copy to appear in this section of the Summer 1993 issue of THE LIFEBOAT is 24 May 1993

People and Places

around and about the RNLI

Obituaries

With deep regret we record the following deaths:

NOVEMBER 1992

Captain J.F. Kersley, station honorary secretary of Queensferry lifeboat from 1967 to 1992. He was awarded a Gold badge in 1988.

Mrs Edith Townend, founder member of the reformed Bridlington ladies' guild in 1946, she held continuous office and was vice president when she died. Mrs Townend was awarded a Silver badge in 1957, a Gold badge in 1968 and a bar to the Gold badge in 1984.

DECEMBER 1992

Mrs 'Freddie' Downing, a long standing member of the Central London Committee and treasurer for the past 11 years.

John Edmunds, coxswain of Hastings lifeboat from 1961 to 1971. He joined the crew in the 1940's and served as bowman from 1960 until his appointment as coxswain.

Mrs Irene Watson, chairman of Hedon ladies' guild. She was founder secretary in 1966 and was awarded a Silver badge in 1980 and a Gold badge in 1989.

JANUARY 1993

Edgar Moore, coxswain of Newhaven lifeboat from 1962 to 1977. He joined the crew in 1945, was bowman from 1946 to 1954 and then served as second coxswain until his appointment as coxswain in 1962.

Gerald 'Farmer' Edwards, coxswain of Angle lifeboat from 1981 to 1993. He had joined the crew in 1961 and was awarded a long service badge in 1986.

R.J. Suckling, vice chairman of Bognor Regis branch. He joined the committee in 1967 and received the Institution's statuette in 1990.

FEBRUARY 1993

David Foreman, station honorary secretary for Whitstable lifeboat from 1986 to 1993.

James Fitzgerald, coxswain of Baltimore lifeboat from 1965 to 1972. After joining the crew in 1940 he served as bowman from 1953 to 1960, and as second coxswain from 1960 to 1965 until his appointment as coxswain.

We regret that only lifeboat coxswains and branch and guild officials with a minimum of 10 years service can be accepted for inclusion in the Obituaries column in THE LIFEBOAT.

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

In the Driving Seat!



Malcolm Grant, the winner of the Volvo 440 Li car which was first prize in the RNLI's 60th national lottery owes his thanks to comedian Billy Burden, who drew his winning ticket. The popular comedian, who was currently appearing as Mr Moulterd in the BBC TV series 'Grace and Favour' at the time drew all the winning tickets on Sunday 31 January 1993 at Volvo agents Page Motors of Poole.

The draw, which raised over £159,00, was supervised by Anthony Oliver, deputy head of fundraising and marketing and the prize winners were:

Volvo 440 Li car - Malcolm Grant, Cardiff.

£500 - Mrs Z.P. Johnson-Walker, Frimley, Surrey. **£250** - H. Overfield, Hampton Hill, Middx. **£100** - Miss M.H. Hamman, Worsley, Manchester; Mrs E. Tumber, Whitstable,

Kent; Mrs S. Kennedy, Coventry, West Midlands; R. Kidd, Didcot, Oxon; Mrs. S. Humphreys, Great Yarmouth, Norfolk. **£50** - R. Middleton, Lowestoft, Suffolk; Mrs M. Hanson, Chellaston, Derby; Miss I.E. Honeyball, Charlton, London; Mrs J.R. Harris, Birkenhead, Merseyside; Mrs J. Perry, Thames Ditton, Surrey.



(Top) Malcolm Grant (centre left), the winner of the Volvo in the RNLI's 60th national lottery with his wife Margaret (centre right) at the handing over ceremony in Cardiff. Photo Barry Webb (Above) Comedian Billy Burden draws the winning tickets at Page Motors in Poole.

On Station

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

ALL-WEATHER

Kilmore Quay - Mersey 12-28 (ON 1187) *Mary Margaret* on 2 December 1992.

Relief - Mersey 12-30 (ON1189) *Her Majesty The Queen* on 25 January 1993.

Berwick-on-Tweed - Mersey 12-32 (ON 1191) *Joy and Charles Beeby* on 5

February 1993.

Clogherhead - Mersey 12-31 (ON 1190) *Doris Bleasdale* on 3 March 1993.

INSHORE

Relief - B592 *Ernest Armstrong* on 28 November 1992.

Relief - D437 *Jill Gatti* on 1 January 1993.

Relief - D439 *Phyllis Mary* on 1 January 1993.

Kilkeel - B593 *Valerie Hull* on 27 January 1993.

People and Places

around and about the RNLI

A Night to Remember

The BBC's series '999' portrays the activities of the emergency services, and one of the five teams employed to research and film reconstructions of the rescue operations descended on Portaferry, Northern Ireland, at the end of October 1992. Their aim was to reconstruct and film the events of a night in June when the lifeboat and medical services joined forces to rescue three victims of a high speed collision in Strangford Lough.

Filming was carried out over four nights and involved a number of representatives from the lifeboat and ambulance services. The station's Atlantic 21 *Blue Peter V* was involved throughout the period and the crew played an important role in the filming.

Powerful lighting and other filming equipment was set up each night and the rigid inflatable boat involved in the accident was floated onto the wreck at high tide before the night's filming.

It seemed as though everything was filmed half a dozen times from half a dozen angles but gradually the various pieces came together, covering the various aspects of the night's events from the sounding of pagers to the hospitalization of the casualties.

Propper job

In October 1940 a Handley Page Hampden bomber was shot down near Skegness, and although the lifeboat was launched no survivors were found.

The lifeboat mechanic at the time was the late father of the present day station honorary secretary, J. Grunnill, who was a helper at the station.

Fifty-two years later, in September 1992, the station's Mersey *Lincolnshire Poacher* was returning from exercise when the crew spotted an obstruction – like a sword standing about a metre above the surface. They considered it a hazard to the station's inshore lifeboat and took the station's Talus tractor to the spot at low tide and managed to get a line on it. Pulling it ashore they were surprised to find that it was a propeller unit, in quite good condition. RAF experts confirmed that it was a propeller from the plane shot down in 1940 and it now forms an interesting exhibit in the station's new boathouse.



Portaferry's Atlantic 21 *Blue Peter V*, with two ambulance crew aboard, takes part in the night-time filming for the BBC's '999' series.

Photo Colin Watson

New Year Honours

Her Majesty the Queen has honoured the following crew member for his services to the RNLI in this year's New Year Honours:

Ralph Brunton MBE, mechanic at Dunbar lifeboat station was awarded the British Empire Medal.

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

Sir Malcolm Arnold, Knight Bachelor, composer (and composer of the Padstow Lifeboat March).

Frederick Everard, CBE, president, Chamber of Shipping and chairman F T Everard & Sons Ltd.

Mrs Molly Evans, MBE for services to the public and to the community on Anglesey (member and supporter of the Llangefni branch).

Lynn David, BEM, lock keeper at Abingdon (chairman and secretary of the Days Lock Island branch).

Miss Catrina Gillies, BEM, sub postmistress Cromarty sub post office (president of the Cromarty ladies' guild).

Long Service Badges

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

Appledore – Tractor driver R.L. Fisher
Filey – Second assistant mechanic B.W. Jenkinson

Fowey – Crew member P. Barron

Humber – Crew member S. Rollinson

Ilfacombe – Assistant mechanic R. Thompson

Kilmore Quay – Crew members D. Culleton, J. Hayes

Littlehampton – Crew member G.J. Warminger

Mallaig – Crew member H.R. Mackenzie
Oban – Coxswain/mechanic J.P.

Macleay, crew members D.M. Graham, M.J. Robertson, D. Robertson, D.W. Scott

Pwllheli – Coxswain/mechanic B. Green, assistant tractor driver D. Jones, tractor driver M. Dop

Selsey – Assistant head launcher J.D. Hutchinson

Sheringham – Crew member D. Mann

Valentia – Assistant mechanic J.A. Murphy

All members and supporters of the RNLI will be saddened to hear of two tragedies within the space of a week involving members of the Padstow lifeboat crew.

In the first incident on 23 November 1992 lifeboat crew member Neil Harding was one of two people to lose their lives when a small fishing vessel was lost, and just six days later a 26ft fishing vessel foundered with the loss of three further lives. Among them were lifeboat crew member Peter Hope and deputy second coxswain Paul Masters.

Everyone connected with the lifeboat service will wish to join us in expressing our heartfelt condolences to family and friends in the close-knit community.

AWARDS TO COXSWAINS, CREW MEMBERS AND SHORE HELPERS 1992

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

Aberystwyth: K. Stone, Crew Member 5 years, Crew Member* 25¹/₂ years.

Amble: J. Connell, Coxswain 19¹/₂ years, Second Coxswain 5¹/₂ years, Bowman 5 years, Crew Member 9 years. J. Stewart, Crew Member 30 years, Crew Member* 11¹/₂ years.

Anstruther: G.W. Gourlay, Shore Helper 30 years.

Arklow: B. Riley, Crew Member 25 years.

Beaumaris: D.W. Gallichan, Coxswain 11 years, Second Coxswain 6 years, Crew Member 17 years, Crew Member* 22 years.

Bembridge: T.D. Ebsworth, Second Coxswain/Mechanic 2 years, Mechanic 8 months, Crew Member 4 years, Crew Member* 10¹/₂ years, Boat Mechanic (Clovelly) 3 months, Crew Member (Dover) 10¹/₂ years. A.J. Etheridge, Crew Member 14¹/₂ years. I. Kersley, Crew Member 11 years.

Blyth: T. Moss, Coxswain 4¹/₂ years, Second Coxswain 6 years, Crew Member 10¹/₂ years.

Borth: R.J. Davies, Crew Member* 25¹/₂ years.

Bridlington: H.E. Dean, Crew Member 6 years, Crew Member* 12 years, Assistant Tractor Driver 15¹/₂ years.

Broughty Ferry: A.E. Munro, Crew Member 27¹/₂ years, Crew Member* 18¹/₂ years. H. Scott, Second Coxswain 23¹/₂ years, Crew Member 8 months, Crew Member* 13¹/₂ years.

Calshot: M.A. Roper, Coxswain 1 year, Second Coxswain 6 years, Crew Member 7¹/₂ years.

Campbeltown: A.G. Gilchrist, Coxswain/Mechanic 14 years, Second Coxswain/Mechanic 4 years, Mechanic 4 years.

Clacton: D.C. Mantripp, Crew Member 6¹/₂ years, Crew Member* 18¹/₂ years, Shore Helper 1¹/₂ years.

Clogher Head: E. Tuite, Assistant Tractor Driver 41 years

Cullercoats: A. Fergusson, Crew Member* 13¹/₂ years.

Exmouth: C.I. Douglas, Crew Member 7 years, Crew Member* 12 years

Falmouth: G.K. Pearce, Assistant Mechanic 10¹/₂ years, Crew Member 3¹/₂ years, Crew Member* 2¹/₂ years.

Fishguard: N.J. Murrow (posthumous), Mechanic 15 years, Assistant Mechanic 14 years, Crew Member 6 years.

Fowey: B.T. Giles, Crew Member 13 years.

Great Yarmouth and Gorleston: J.V. Everson, Crew Member* 10¹/₂ years, Crew Member 1 month.

Hartlepool: R.N. Maiden BEM, Coxswain 14¹/₂ years, Second Coxswain 1 year, Bowman 6 months, Crew Member 5¹/₂ years, Crew Member* 8 years, Shore Helper 5 years.

Hastings: F.A. Harffey, Shore Helper 62 years. R. White, Head Launcher 48 years, Shore Helper 14 years.

Helensburgh: M.W. Roberts, Crew Member* 11¹/₂ years.

Hunstanton: A.J. Clarke, Crew Member* 13 years.

Ifracombe: D.W.G. Clemence, Coxswain 19¹/₂ years, Second Coxswain 4 months, Crew Member 18 years.

The Lizard: N.M. Hill, Crew Member 12¹/₂ years.

Lyme Regis: A. Archer-Thomson, Crew Member* 9 years, Shore Helper 17¹/₂ years.

Mallaig: H.R. MacKenzie, Crew Member 21¹/₂ years. T. Ralston JP, Coxswain/Mechanic 6 years, Second Coxswain/Mechanic 3¹/₂ years, Mechanic 18 years, Crew Member 7¹/₂ years.

Mudford: B. Stride, Crew Member* 15 years.

New Quay: D.M. Davies, Crew Member 24 years. M. Davies, Crew Member 18 years, Shore Helper 1 year. E.I. Evans, Second Coxswain 26¹/₂ years, Crew Member 4 years, Crew Member* 5 years, Tractor Driver Helper 1¹/₂ years. E.F. Swan, Head Launcher and Tractor Driver 18 years, Tractor Driver Helper 1 year, Shore Helper 10¹/₂ years.

North Sunderland: R.C.D. Douglas BEM, Coxswain 21¹/₂ years, Second Coxswain 4 years, Bowman 1¹/₂ years, Crew Member 9 years. B.J. Graham, Crew Member 34 years, Crew Member* 7¹/₂ years. A.C. Mode, Crew Member 14 years.

Penarth: M.D. Bailey, Crew Member* 11 years. M.R. Hill, Crew Member* 11¹/₂ years.

Plymouth: R.G. Jago BEM, Emergency Mechanic 4 years, Crew Member 21 years, Crew Member* 13¹/₂ years. M.R. Smaldon, Emergency Mechanic 3¹/₂ years, Crew Member 9¹/₂ years.

Portaferry: E.H. Brown, Crew Member* 11 years.

Pwllheli: B. Green, Coxswain/Mechanic 2 years, Second Coxswain/Mechanic 1¹/₂ years, Shore Second Coxswain/Assistant Mechanic 3¹/₂ years, Assistant Mechanic 7 years, Second Assistant Mechanic 2 years, Crew Member 13 years, Crew Member* 21¹/₂ years.

Ramsgate: R.F. Blay, Bowman 6 years, Crew Member 27 years. W. A. Blay, Crew Member 31¹/₂ years, Crew Member* 15¹/₂ years.

Redcar: P.W. Hodge, Crew Member* 12 years, Crew Member 3¹/₂ years

St Agnes: P.J. O'Reilly, Crew Member* 14 years, Shore Helper 1¹/₂ years.

Sheerness: M.E. Keen, Crew Member 23 years, Crew Member* 12¹/₂ years.

Sheringham: T.R. Holsey, Second Coxswain 3 years, Crew Member 28¹/₂ years. D.F. Mann, Assistant Mechanic 5 years, Crew member 9 years, Shore Helper 8 years. P.J. Scotter, Crew Member 20 years. D. Williams, Crew Member 27 years..

Southend: D.M. Clark, Crew Member* 26 years. R.T. Fossett, Crew Member 6¹/₂ years, Crew Member* 21¹/₂ years. D. Goodbourne, Crew Member* 10 years.

Stromness: J. Adams, Assistant Mechanic 8¹/₂ years, Crew Member 20 years. E.H. Sinclair, Acting Coxswain 1¹/₂ years, Second Coxswain 7 years, Crew Member 7 years.

Tenby: M.O. Wilson, Second Coxswain 2 years, Crew Member 30¹/₂ years.

Teesmouth: A. Dawkins, Crew Member 8¹/₂ years, Shore Helper 7¹/₂ years.

Tighnabruaich: J.B. Wilson, Crew Member* 10¹/₂ years.

Troon: S.D. Seaward, Emergency Mechanic 9 years, Crew Member 5¹/₂ years.

Valentia: J.A. Murphy (posthumous), Assistant Mechanic 19¹/₂ years, Crew Member 9¹/₂ years.

Walmer: P.S. Johnson, Crew Member 6 years, Crew Member* 6 years, Shore Helper 7 years.

Wells: A. Warner, Assistant Mechanic 7¹/₂ years, Crew Member 22 years, Crew Member (Cromer) 5 years.

Whitby: J.R. Harland, Bowman 7¹/₂ years, Crew Member 4 years.

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Self-contained flat above owner's home. 2 bedrooms (sleep 3), living room/kitchen and bathroom. Excellent hill-walking within easy reach; Inverewe Gardens 8 miles; sea and freshwater walking in area, slipway 1/2 mile. Ample parking for car and boat trailer. Children over 10 only please, sorry, no pets.

For further details contact:

Mrs Macleod on 0445-731419.

INTRODUCTION TO YACHTING

Try yachting on the Solent. Skipped cruises all year round on comfortable 35ft sailing cruiser. SAMARA SAILING (0322) 340531

FALMOUTH, CORNWALL

Port Pendennis Harbour Village Luxury waterside apartment in award-winning development. Two bedrooms, sleeps 4, also available autumn. Overlooking marina, berth available. Telephone (0326) 250339

Scottish Highlands

Inverewe Garden 6 miles. Small luxury guesthouse 300yds from sea. Non-smoking, traditional & vegetarian home cooking. D. B&B £22. STB 2 Crown Highly Commended. SELF CATERING also available; sleeps 4. Patio windows overlooking bay (200yds). Full heating available all year. STB 4 Crown Highly Commended. Mrs P. Cawthra, Cartmel, Aultbea, Wester Ross. Tel. (0445) 731375

Restronguet, Nr Falmouth

Peaceful, picturesque waters' edge hamlet. Comfortable houses, sleep 4/8 (two bathrooms). Own gardens, quay, slip and beach. Boating facilities. Near Pandora Inn Restaurant. Open all year. Dogs allowed. Peter Watson, Restronguet, Falmouth. Tel (0326) 372722

FLUSHING, CORNWALL

Comfortably furnished quayside holiday cottage, sleeping six in three bedrooms, situated in the centre of this quiet village on beautiful Falmouth harbour. Views across the water to Greenbank and the Royal Cornwall YC. Phone Mr A. Bromley, Ringwood (0425) 476660 or write 22 Gravel Lane, Ringwood, Hants BH24 1LN

LIFEBOAT CLASSIFIED

Mariner doesn't just promise reliability. It proves it!

If you're considering buying an outboard, whatever the size, you'll have noticed that almost every manufacturer promises *greater reliability* as an important reason for selecting their engine instead of someone else's!

At Mariner, we prefer to deal in proof, not promises. That's why you may be interested to know that after a stringent, lengthy and punishing programme of engine evaluation, the RNLI have chosen Mariner power. Why? Because the one thing their fleet of inflatable rescue boats *must* have, above all else, is *ultimate engine reliability* — and as their test programme proved, Mariner has it!



The range includes models from a gentle 2.5 hp through to the brutal 275 hp V6.

For power, economy and sheer reliability you can't beat a Mariner!

The R.N.L.I. is completely financed by voluntary contributions.

Full information from:



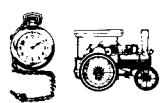
MARINE DIVISION

Launton Road, Bicester,
Oxfordshire, OX6 0UR.

Telephone: (0869) 253355.



RNLI COLLECTABLES... RNLI COLLECTABLES... RNLI



Through the media everyone is now more aware of the value of a large number of items which fall under the heading of 'COLLECTABLES'.

Over the years the RNLI has raised considerable sums of money through such donations. Below are items which can be used by the RNLI to raise funds to further its work of saving life at sea.

STAMPS, ALBUMS, USED POSTAGE & TRADING STAMPS

Raising thousands of pounds each year, supporters have donated their collections, usually in stamp albums. Used postage stamps are sold by various means and trading stamps are redeemed for cash.

JEWELLERY

Unwanted or broken jewellery, silver antique spoons, and small objet d'art have raised, over the past years, a very creditable sum.

WAR MEDALS & DECORATIONS

There are avid collectors of medals which are particularly valuable if the citation is also included.

COINS

Foreign - When returning from abroad, coins and paper currency can collectively be put to very good use.

British - There is also great value in old English/pre decimal coins.

AUTOGRAPHS

These are most collectable and raise good money when sold at auctions etc.

PETROL VOUCHERS

The collection of BP Option Vouchers has provided four Rescusi Ann Torsos. These torsos are used to train the lifeboat crews in the method of resuscitation.

VICTORIAN LACE MAKING BOBBINS & THIMBLES

All highly collectable.

OLD MECHANICAL TOYS, DINKY TOYS, TEDDY BEARS, CHINA DOLLS

These items are in great demand by collectors.

PRE-WAR WATCHES

These, particularly if gold or silver, can raise valuable funds even if they are not in working order.

POSTCARDS & CIGARETTE CARDS

These items are most welcome. The older they are the better although more modern ones are also acceptable.

PHONECARDS

A new hobby has emerged in the collection of the special phonecards being produced and collectors abound. Should you be using these special phonecards then please do consider forwarding them to the RNLI.

PLENTY OF OTHER COLLECTABLES:

Antique paperweights • Meccano • Leather bound books • Antique copper & brass • Small antique furniture • Porcelain figures.

For more information please contact:

Central Fundraising, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Tel: 0202 671133

Help save lives - read THE LIFEBOAT Journal!

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

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

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

The best way to show your support

To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ
I wish to support the brave lifeboat crews and to receive the RNLI's quarterly journal THE LIFEBOAT by joining the RNLI.

I enclose my first year's subscription:

£..... Shoreline membership
(min £9 pa)

£..... Joint Shoreline membership
(Husband and wife - min £15 pa)

£..... Governorship (min £30 pa)

£..... Life Governorship
(once only payment - min £500)

£..... Storm Force membership
(under 16s - min £3 pa) Please attach name, date of birth and sex of child.

I do not wish to become an RNLI member, but I enclose a donation of £.....



Royal National

Lifeboat
Institution

Mr/Mrs/Ms.....

Address.....

.....

.....

Postcode.....

PJNL3/1

Reg charity No 209603



Prototype Severn and Trent class lifeboats

Photo courtesy The Telegraph plc

MARTELL



The spirit of Tradition

Michel Martell, the seventh generation of the Martell family to head this prestigious company, founded in 1715, was in England when the announcement was made to phase out the traditional Naval rum ration in 1970. This included the provision of rum to Lifeboats "on service".

Being a lover of tradition and a keen yachtsman, he spontaneously offered to provide the RNLI with Martell Cognac.

The Lifeboats have carried Martell ever since for use "on service".

Martell & Co. and their U.K. distributor The House of Seagram are proud of this link and look forward to developing further their long standing relationship with the RNLI



The House of Seagram,
Pinnacle House, 17 Hartfield Road,
London SW19 3SE