

The

Lifeboat



Summer 1993

Lifejacket development
Bronze Medal Services
The Annual Meetings



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Lifeboat



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Volume 53

Number 524

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COVER PICTURE

by Mike Floyd

The 1993 Medallists arrive at the Festival Hall for the presentations. From left to right - John Pearson (Whitby), Peter Bisson (St Peter Port), Rod James and Frank Dunster (Hayling Island) and Hewitt Clark (Lerwick).

Next Issue: The Autumn issue of THE LIFEBOAT will appear in October 1993, and news items should be received by 13 August 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

Several aspects of the Chairman's address at the Annual General Meeting - reported elsewhere in this issue - are more closely linked than might appear at first sight.

The Chairman referred both to the ever-increasing number of lifeboat launches - and 1992 was another record year - and later to the planned appointment of a Sea Safety Officer, to liaise yet more closely with other sea-safety organisations.

The Institution's charter charges it with preserving life from disaster at sea, and it has traditionally done this by providing a first-rate rescue service. However prevention may be better than cure and the wealth of experience gathered by the RNLI over many years can, and indeed should, be used to help prepare those who may find themselves in difficulty.

There is in fact a precedent for this. Many years ago the Institution provided barometers at lifeboat stations in order that fishermen could make informed judgement on the weather in pre-weather forecast days and also carried advice in early issues of THE LIFEBOAT.

Now, with such vastly increased use of the water, is a good time to renew that safety message.

An experienced ex-lifeboat inspector will be taking up the post of Sea Safety Officer at the beginning of next year and the RNLI will work even more closely with the coastguard, the Royal Yachting Association, the Royal Life Saving Society, fishermen's organisations and many others to reinforce the preventative message.

Continuing their lifesaving work

In Estonia...

A former RNLI lifeboat, previously stationed at Port Erin on the Isle of Man, is continuing her lifesaving work in the former Soviet state of Estonia.

The Rother class *Osman Gabriel* left the Institution's Poole depot by road on 11 March 1993 for Felixstowe where she was loaded aboard a ship bound for Estonia.

The Estonian Lifeboat Service, *Eesti Vetelpaastehingu*, already operates five rescue cruisers and was anxious to add to the fleet. Funding was, inevitably, very dif-

ficult and so the Estonian service approached the British Embassy in Tallin for assistance. As a result the Foreign Office agreed to the ambassador's recommendations and funds were made available to buy the former lifeboat from the RNLI.

Osman Gabriel arrived safely and on 18 March was officially handed over in a ceremony at Tallin. Ambassador Brian Low presented the lifeboat to Estonian officials. His wife, Mrs Anita Low broke the traditional bottle of champagne to re-name the 37ft

Rother *Anita*, which is now stationed at Haapsalu, a small town on the western coast of Estonia. The location was chosen to allow her to cover a large area of the west coast and because there is a VHF radio station nearby, donated by the USA.

• *Osman Gabriel* is one of 37ft Rother class lifeboats built between 1972 and 1982. She took up station duties at Port Erin in 1973 and was withdrawn from service in June 1992.

...in New Zealand

Peter Puddiphatt took the opportunity of visiting the Sennen Cove lifeboat *Diana White*, on which he served as a crew member, during a recent visit to New Zealand. The lifeboat, now named *Joseph Day*, is based at Sumner and went to New Zealand in June 1992. Peter presented her new coxswain Walter Baguley, with a signed photograph of the lifeboat launching from Sennen Cove's slipway.

...in Dundee

An ex-RNLI inflatable Y boat (as carried aboard Arun class lifeboats) has been bought for use at Dundee's Discovery Quay, which houses Captain Scott's *Discovery*, as a safety and maintenance boat. The Master of *Discovery*, Hugh Scott, was second coxswain on Broughty Ferry lifeboat for some 25 years said that the 11ft inflatable 'would be a valuable asset.'

More stations

The RNLI's executive committee has recommended that further consideration be given to the establishment of two additional lifeboat stations. The first, at Kilrush in Co. Clare is to be considered for an Atlantic 21 or 75 and the second at Fenit in Co. Kerry for the re-establishment of an all-weather lifeboat.

Preliminary work on the establishment of the stations is already in hand.



Seen leaving Poole (left) the former *Osmund Gabriel* took on a new identity at her re-naming ceremony in Tallin just a week later (below).



Peter Puddiphatt (left in photo) presents Walter Baguley, the new coxswain of 'his' ex-lifeboat with a signed print of her launching at Sennen Cove as *Diana White*.

Beach safety consultation

One example of the safety-orientated co-operation in which the RNLI is becoming more involved - see Newspoint this page - is a booklet recently published by the RLSS and RoSPA. Entitled 'Safety on British Beaches' the booklet is intended as a guide for those responsible for beach operations and covers a wide variety of subjects from legal considerations to risk assessment.

The RNLI was consulted and given the opportunity to comment on the booklet before publication, and endorses both concept and content.



Don't forget!

Open Days

The RNLI headquarters Open Days are on Friday and Saturday, 23 and 24 July 1993, from 1000 to 1800 each day.

There will be capsizing and helicopter winching displays, a prototype 25-knot fast afloat boat on view, guided tours, a visit by the stars of the Salcombe ITV documentary and much, much more.

Entry is free – although donations are always welcome – and limited free parking is available. Contact the Public Relations department at Poole headquarters for more details.

Operational and Fundraising Changes...

Operational Divisions

A phased reorganisation of the Institution's Operational and Technical Divisions was completed on 1 June 1993, with the intention of having, as far as possible, one team of Operational and Technical staff for each of the new divisions. Previously the boundaries differed, so that one Operational Division may have had more than one Technical Division within its boundaries.

The new Operational Divisions are:

Scotland Division – all stations on the mainland and islands from Portpatrick northwards on the west coast and from Eyemouth northwards on the east coast.

North Division – all stations

from Berwick-upon-Tweed southwards to Cleethorpes on the east coast and from Kircudbright southward to Lytham St Annes on the west coast.

East Division – all stations southward from Mablethorpe and eastwards along the channel coast to Littlehampton.

South Division – All stations eastward from Selsey and up the Bristol Channel to Ilfracombe (including the Channel Islands and Scilly Islands).

West Division – all stations on the Bristol Channel and west coast from Minehead to New Brighton.

Ireland Division – all stations in Northern Ireland, Republic of Ireland and the Isle of Man.

Fundraising Regions

With effect from 1 September 1993 the number of the Institution's separate Fundraising Regions will be reduced from 12 to 10 with the closure of the Central and Southern regional offices.

Branches and guilds in these regions will be transferred to adjacent regions, although all Area Organisers will be moving with 'their' branches to ensure continuity. A list of the branches and guilds affected will be published in the Autumn issue of *THE LIFEBOAT*.

On the same day the former Welsh region will be re-named Wales and West Mercia Region to reflect its expanded area, which extends beyond the Principality.

President catches up with latest events

The Institution's President, His Royal Highness The Duke of Kent, visited the RNLI's headquarters on 20 April, fulfilling a promise made in July 1992 when his visit was drastically shortened by mechanical problems with his helicopter.

With more time at his disposal this time His Royal Highness was able to spend some time afloat in both the Trent and Severn class prototype lifeboats and to see the first Atlantic 75 rigid inflatable put through its paces alongside the all-weather lifeboats.

During the time afloat the lifeboats entered Swanage Bay and the Duke was also able to take an unscheduled look at the recent alterations made to the boathouse there to house the station's Mersey class lifeboat.

Returning ashore he toured the fundraising, accounts and data processing departments in the recent extension to the headquarters building.

His Royal Highness took a keen interest in all aspects of the Institution's progress and spent some time talking with staff about new developments and current operations.

● Her Royal Highness The Duchess of Kent toured seven RNLI lifeboat stations on 7 and 8 April. She visited Newhaven, Brighton, Shoreham, Littlehampton, Selsey, Portsmouth and Hayling Island lifeboat stations in the two-day period, meeting station officials, crew, launchers, shorehelpers and families.



His Royal Highness The Duke of Kent accompanied by the Institution's Director, Brian Miles (right) talks to RNLI Chief Technical Officer David Hudson (left) before going afloat in the prototype Trent and Severn class lifeboats during his visit on 20 April 1993.

A world of difference!

Richard Tudor, a crew member of Pwllheli lifeboat, took a rather different view of life at sea – as skipper of *Steel Challenge* during her eight-month race around the world in the British Steel Challenge.

Although dismasted near Cape Horn *Steel Challenge* completed the race, and took third place on the final leg.

First FAB on station

The prototype Trent class lifeboat, to be named *Earl and Countess Mountbatten*, is to take up temporary station duty at Alderney, Channel Islands later this year.

She will be the first of the new, 25-knot fast afloat lifeboats to take up active service and will be replaced by a new Trent during 1994.

Lifeboat Services



LONG TOW IN HAZARDOUS CONDITIONS

Eleven men and fishing vessel saved in winds gusting to 90 knots

A difficult service in winds up to almost 90 knots earned coxswain/mechanic Hewitt Clark of the Lerwick lifeboat a Bronze Medal, recognising his leadership, seamanship and boat handling ability which were put to a severe test during the ten-hour service.

It was at 2250 on Sunday 17 January 1993 that Shetland MRSC first informed the station honorary secretary that the MFV *Ardency* had broken down 16 miles ESE of Bard Head. She was taking water and her pumps were not working.

Less than 15 minutes later Lerwick's Arun class lifeboat *Soldian* left her mooring and proceeded at full speed.

The wind was from the west at about 50 knots, creating a very rough sea with a swell about 6ft high within Bressay Sound, and very heavy rain reduced visibility to less than a mile.

Increasing

After ten minutes the lifeboat cleared Bard Head and a course was set for the casualty. The coxswain was able to maintain full speed in seas that were increasing in size with each mile as the lifeboat left the lee of the land.

Just after midnight the lifeboat was able to speak with the casualty on VHF and learned that the SAR helicopter from Sumburgh was on her way. Arriving on scene at 0008 she was unable to lower salvage pumps due to the severe motion of the casualty and stood off to await the arrival of the lifeboat.

Until a towline could be made fast the casualty was doomed. The SAR helicopter could not transfer the salvage pumps until then, and with no power *Ardency* was sinking.

At 0012 the lifeboat sighted the casualty, lying with her bows downwind shipping seas overall and rolling so violently that her keel could be seen.

The wind was now gusting to Force 14 (89 knots) and the air was full of spindrift. The coxswain manoeuvred the lifeboat

into a position off the casualty's bow and, at the second attempt, a heaving line was passed.

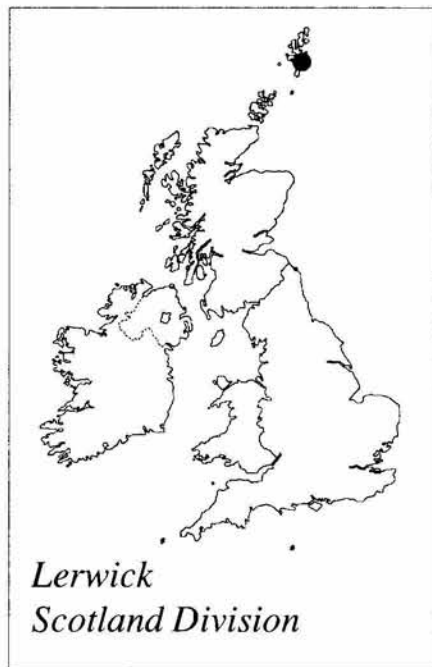
The lifeboat crew hauled across 60m of heavy nylon line which was attached to a bridle at the casualty's bow. The lifeboat then steamed into the wind as the rope was paid out and at 0040 the coxswain slowly brought the casualty up into the wind.

Still the helicopter could not get close enough to the casualty to transfer the salvage pumps, so the coxswain towed *Ardency* with the wind on her port bow and the pumps were eventually lowered aboard.

The lifeboat now started to tow very slowly on a course for Bard Head, just fast enough to make headway. The coxswain had continuously to adjust engine speed to meet the seas but an average speed of 2 knots was achieved. For five hours the lifeboat made headway towards some lee from the land and by 0530 the lifeboat and her tow were just over four miles from Bard Head, with the casualty being pumped out and gaining freeboard. However at 0535 the towline parted, and



Bronze Medal



Lerwick
Scotland Division

the crews of the lifeboat and the casualty had to make tremendous physical efforts to recover the towline and then set it up again - a task which took three-quarters of an hour - with the lifeboat crew continually swept by breaking seas as they worked on the afterdeck.

Repairs

When the towline parted the engineer on *Ardency* (of whom the coxswain spoke highly) had enough time to carry out major repairs and succeeded in clearing the water from the crankcase. At 0635, fifteen minutes after the tow had been reconnected, the engine coughed into life, although the coxswain left the towline in place as the MFV made slow progress to safety.

At 1718 the lifeboat and casualty passed Bard Head and made their way slowly into Lerwick harbour. By 0818 the casualty was made fast in Lerwick and by 0845 the lifeboat was refuelled and ready for service again.

For their part in the service medal service certificates were awarded to second coxswain/assistant mechanic Peter Thomson, crew members John Fraser, Ian Tulloch, Robert Wiseman and Robert Simson.



Lerwick's Arun class lifeboat *Soldian*. Her power helped Coxswain Hewitt Clark nurse the fishing vessel to shelter and save the eleven men aboard.

SERVICE AT THE VERY LIMITS OF WEATHER FOR D CLASS

D Class rescues man in shallow water and heavy breaking seas

John Pearson, helmsman of Whitby's D class inshore lifeboat, has been awarded the RNLi's Bronze Medal for his seamanship and bravery following a service in conditions at the very limit for a D class.

Helmsman Pearson and his crew took their D class inflatable into rough, continuously breaking seas up to 12ft high and shallow water in a display of superb seamanship.

At 1130 on Saturday 20 February 1993 Humber Coastguard asked Whitby lifeboat station to provide assistance to two 6m rigid inflatable boats (RIBs) - one of which had capsized - to the east of the harbour.

One of the RIBs, with two crew aboard, had been struck by a heavy sea which knocked the crew off their feet. The motor cut-out key had been fastened to one of them and the engine cut as intended, however the key had then been lost, leaving the boat without power.

Overtaken

The next wave overturned the boat and threw both men into the water. The second RIB picked up one of them, but a large breaking sea washed the second man out of reach and nearly overturned her. The helmsman did not feel he could operate safely in the conditions and ran into Whitby for help.

Whitby's Tyne class lifeboat *City of Sheffield* proceeded on service, followed two minutes later by the D class inflatable. The inshore lifeboat was not officially 'on service' as she had not been tested for the season and did not have her radio installed. However coxswain Thomson realised that the casualty was likely to be swept onto rocks that he could not reach with the all-weather lifeboat and had asked for volunteers to man the D class. The slipway winch was not operative but the D class was let go from the top and launched successfully.

Clearing the harbour entrance the all-weather lifeboat waved for the inflatable to stay astern as she turned to starboard and reduced speed to enter the shallow area known as the Whitby Rocks.

The NW wind gave only a moderate sea, but a heavy northerly swell was

breaking on the Whitby Rocks, producing breaking seas 8ft to 12ft high.

At first nothing could be seen, but then a head was spotted in the turbulent, breaking seas. As the Tyne crept in towards the land, with the seas breaking over her stern, coxswain Thomson realised that with the echo sounder now showing just 3ft in the troughs he could go no closer and waved the inflatable in. As the inflatable headed inshore at full speed, down and slightly across the breaking seas her crew saw a head in the water about 100 yards away.

Breaking

The breaking seas meant that it was impossible to reach the survivor while heading down-sea so the D class went past him and carried out a 'snatch turn' on the back of a sea to return for a head-to-sea approach.

On the first attempt a large breaking sea swept the bow of the lifeboat away, and she had to repeat the manoeuvre to make another head-to-sea approach.

This time, at about 1150, the survivor was brought alongside and quickly hauled aboard - as the inflatable could not be stopped in the conditions.

Keeping the weight towards the bow to avoid a bow-over-stern capsize the D class was taken straight out into the seas, the height increasing to 12ft as the swells drove onto the shallow rocks. The lifeboat left the water completely on several occasions, crashing heavily into the following trough.

The crew of the all-weather lifeboat had seen the survivor recovered. However, the seas appeared to the coxswain to have increased and he felt that they were too much for the inshore lifeboat. Edging closer to the shore the crew prepared heaving lines in case the D class was overturned.

Eventually the inflatable reached the



Tyne, and both boats headed north to clear the shallow area. Once clear of the heavy breaking seas the survivor, who was shocked and cold, was transferred to the Tyne.

Both lifeboats returned to Whitby Harbour where the casualty was transferred into a waiting ambulance at 1211.

The crew members aboard the inflatable, Ronald Goodberry and Nicholas Bentley, have been awarded the Thanks of the Institution on Vellum.

John Pearson, the helmsman of Whitby's D class inflatable during the rescue of a man from a capsized RIB, receives his Bronze Medal from HRH The Duke of Kent at the 1993 Annual presentation of Awards.



CREW MEMBER MAKES HAZARDOUS DESCENT

Survivor from wrecked speedboat rescued from base of 35ft cliff

Lough Swilly lifeboat crew members Bernard Devlin and Mark Porter have been awarded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum following the rescue of a survivor from a speedboat on 24/25 August 1992 – although neither were aboard the lifeboat at the time.

In his official report of the service Peter Bradley, divisional inspector of lifeboats for Ireland, wrote: 'The station as a whole are commended for their joint efforts in progressing the service. Every crew member and helper turned-to on the night'.

For their part in the service, crew member George O'Hagan and helmsman of the rigid inflatable Frank O'Hagan were awarded framed letters of thanks signed by the RNLI chairman Michael Vernon, and vellum service certificates were awarded to crew members Sean Smith, Bridgita Kelly, Aidan McLaughlin and Mark Barnett.

At 2200 on 24 August 1992, helmsman George O'Hagan learned that a speedboat with two people aboard was overdue. It was agreed to wait a further ten minutes, but at 2210 it was decided to activate the pagers, and just six minutes later the D class lifeboat was launched with George O'Hagan at the helm and Sean Smith, Aidan McLaughlin and Bridgita Kelly as crew. Visibility was poor, and it was overcast with continuous light rain, a Force 3 wind and a short choppy sea.

The lifeboat searched the shoreline for six miles in one direction, and then in the

Thanks on Vellum

other before returning for more flares and relaunching at 2330.

The honorary secretary was aware that the lifeboat was operating in darkness (beyond her normal limits) and so he called on the assistance of Frank O'Hagan, who launched his own rigid inflatable at 2330 with lifeboatmen Bernard Devlin and Mark Barnett as crew.

Other crew members had been despatched to search from the shore, and at 2359 they found one of the missing men, who directed them to a place just south of Dunree Head.

The speedboat could be seen crashing against rocks, and the second survivor



was stranded 35ft below, in distress and in danger of being swept away. The lifeboat and rigid inflatable were alerted and made all speed to the scene.

Despite the risk of slipping in the dark, crew member Mark Porter climbed down to the survivor and found him to be suffering from shock and hypothermia and quite unable to climb the cliff.

Both boats arrived at 0040, and Bernard Devlin volunteered to enter the water to assist Porter and the survivor.

The wind had increased to Force 6 with 4ft breaking seas, and the rain was heavy.

Devlin transferred to the lifeboat and helmsman George O'Hagan skilfully brought his boat to within 15ft of the rocks. Devlin swam to shore with a line and first the survivor and then Porter were recovered by 0115.

The lifeboat and rigid inflatable then returned to the station, reaching it at 0215, when both survivors were treated for shock and hypothermia.

The lifeboat was refuelled and ready for service once more at 0235.

● This is the first time that an award-winning RNLI service has been carried out by a crew including a lifeboat woman.



The St Mary's (Isle of Scilly) lifeboat *Robert Edgar* pictured while standing by the Cuban-registered refrigerated carrier *Gran Piedra* off St Agnes on Sunday 16 May 1993. The size of the seas and the severity of the weather can clearly be seen.

The 3,500-ton vessel had lost power in a southerly Force 8/9 Gale and drifted to within a mile and a half of the shore before her anchors held. The lifeboat had offered to try to tow the vessel until a tug arrived, but this had not been necessary. *Gran Piedra's* crew had been airlifted to safety and a tug eventually pulled her to safety. The lifeboat stood-by until all the crew were safe and the tow had been established.

Robert Edgar had been launched at 1525 and did not return to her station until 0150 the next morning after more than 10 hours at sea in very rough conditions.

Photo: West of England Photo News

LOCAL KNOWLEDGE ESSENTIAL IN ARDUOUS SERVICE

Multiple casualties for Atlantic 21 in winds up to Force 10

An arduous service by the West Mersea Atlantic 21 lifeboat, carried out in very rough conditions with the crew using their initiative and local knowledge to assist a large number of casualties, has led to helmsman John Frost and crew members Matthew and Jarvis Wenlock receiving framed letters of thanks from the Institution's chairman, Michael Vernon.

At 1155 on Bank Holiday Sunday, 30 August 1992 crew members John Frost, Matthew Haward and Jarvis Wenlock were near the lifeboat station listening to VHF radio communication between Thames Coastguard and the Bradwell sector officer. This indicated that a number of small boats could be overcome by weather conditions near Osea Island, in the estuary of the River Blackwater.

They telephoned the honorary secretary who authorised the launch of the station's Atlantic 21 *Himley Hall* to go to Osea Island, investigate and give assistance if required.

Difficult

The wind was SW Force 8, gusting to Force 10 which was creating very difficult conditions as the wind was against the River Blackwater's strong tide. The lifeboat was launched with helmsman John Frost in command accompanied by crew members Matthew Haward and Jarvis Wenlock.

Best speed was made from West Mersea into the River Blackwater, where conditions were found to be very difficult with a very short steep sea, blinding spray and visibility further reduced by dust blowing off fields to the side of the river. The six miles took approximately 15 minutes, and by this time the Bradwell sector officer had asked that they go to Osea Pier on the south side of the island where a 32ft motor boat was reported to be in difficulty with an elderly man aboard. His son was ashore with their dinghy and it was considered too dangerous for him to venture out to the boat to collect his father.

Helmsman Frost took the lifeboat to the jetty and picked up the son, and then put crew member Wenlock aboard the motor boat, to secure her and transfer the man to the lifeboat. The casualty vessel was rolling very heavily in the rough conditions and the Atlantic 21 suffered

'The wind was SW Force 8 gusting to Force 10 creating very difficult conditions as the wind was against the tide'

damage to her navigation light. The two people were then taken to the Marconi Sailing Club, nearby on the opposite side of the river.

The lifeboat was then asked by the Coastguard to check numerous other small craft anchored in the area.

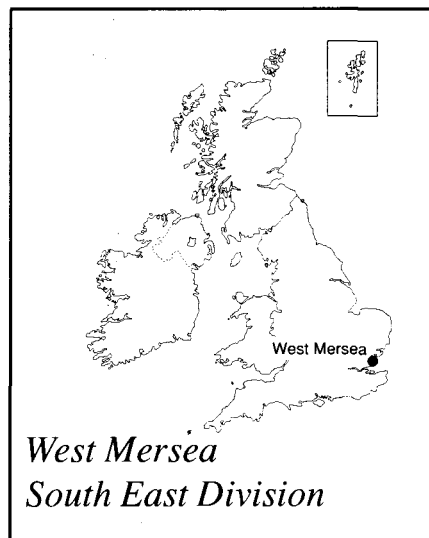
At 1309 the yacht *Soloist* with five people aboard was taken to the safety of a mooring on the windward side of the river, and her crew also transferred to safety ashore at Marconi SC.

Treatment

At 1347 they approached the 35ft yacht *Ruskina* which was anchored near Osea Pier and had radioed a request for assistance – as all four people aboard were suffering from seasickness and one needed medical treatment. Crew member Haward boarded the yacht and raised her anchor and then helped the skipper to manoeuvre her to moorings off Stone Point, some two miles to the west. During the passage Haward examined the injured female and advised the Coastguard that an ambulance might be needed.

With assistance from the Atlantic 21, the yacht was put on a mooring, but before they could transfer the crew the lifeboat received another call – to a boardsailor a mile west of their position. The injured person volunteered to stay aboard the yacht and the lifeboat went to the boardsailor, advising him to make his way ashore as he was not in need of assistance.

While with the boardsailor the lifeboat was asked to attend another yacht west of Osea pier with two elderly people aboard.



The yacht had fouled her keel on her anchor warp and crew members Wenlock and Haward boarded her to help. With Wenlock slacking out the warp Haward used the engine to manoeuvre her and clear the fouled warp. This yacht was then taken to a mooring off Marconi, secured and the two people taken ashore by the lifeboat.

The lifeboat then returned to *Ruskina* to transfer the four crew, but during the passage the casualty lost consciousness and was immediately transferred to the ambulance which had remained at Marconi Pier.

Ashore

A further sweep of the moorings between Osea Pier and Stone Point discovered five people and their dog aboard a yacht who asked to be taken ashore, and they were duly landed at Marconi Pier at 1430.

Having carried out these evacuations in very difficult conditions the lifeboat crew left Osea to return to West Mersea, but on the way they heard that a motor cruiser had been reported in difficulties in Mersea Quarters, not far from their location. The lifeboat found the motor cruiser very quickly, the skipper having lost control of the vessel in the adverse conditions. She was helped to a mooring at Stone where the four people aboard were taken ashore by the lifeboat.

The lifeboat then returned to West Mersea, helping another small boat to her mooring near West Mersea lifeboat station before taking the crew ashore to the lifeboat station.

The lifeboat was rehoused at 1554, her crew exhausted after a four-hour service in severe weather.

Several other services have resulted in letters of thanks from the Chairman. Lack of space prevents their inclusion in this issue and they have been held over for later issues.

TYNE AND WAVENEY LIFEBOATS SURVIVE SEVERE TESTS

Waveney capsized twice Tyne knocked down in Storm Force winds and 40ft waves

The double capsizes of Hartlepool's Waveney class lifeboat *The Scout* and the knock-down of Teesmouth's Tyne class *Phil Mead* made the headlines on Sunday 28 February, as reported briefly in the previous issue of *THE LIFEBOAT*. The incidents put RNLI lifeboats and the crew's equipment to one of the toughest of tests, and although both boats suffered some damage – to be expected when hit by 40ft breaking seas – both coxswains were able to regain control and no crew member was seriously injured. Lessons have been learnt and some modifications are being made, but the incident illustrated the skill of the lifeboatmen involved and the quality of the lifeboats and equipment.

The service

On the afternoon of Sunday 28 February 1993 the 97,000 tonne *Freja Svea* was dragging her anchor and drifting in severe weather conditions off Redcar, with the risk of running aground. The master called for assistance and Hartlepool's Waveney class lifeboat *The Scout* and Teesmouth's Tyne class lifeboat *Phil Mead* were at sea in the vicinity of the casualty, close inshore north of Redcar.

The wind was northerly Storm Force 10 with 25ft seas and poor visibility in snow showers and sleet squalls.

Teesmouth lifeboat

Tyne class 47-008 *Phil Mead* – knock-down

Teesmouth lifeboat had launched on exercise at 1140 and on completion at 1300 was unable to re-house due to the weather conditions. While proceeding upriver to Redcar Boat Haven she heard *Freja Svea* on the radio calling for immediate assistance, and at 1402 the coxswain decided to proceed on service. The lifeboat arrived on scene at 1411.

The lifeboat was under the command of Coxswain Peter Race, with mechanic Rod Stott, assistant mechanic Tony Jamieson and crew members Kevin Walpole, Chris Jones, Ken Alexander and Andy Colbeck aboard.

At about 1411 *Phil Mead* passed close down the weather side of *Freja Svea* without incident and rounded her stern to pass along the leeward side, where the seas were generally less severe. However, when about a quarter of the way down the port side one of the crew shouted 'watch out, there's a big one' and the crew felt the wave, some 40ft high, hit the stern. Almost immediately the lifeboat's bow fell into a large trough and her head veered to port. By using full rudder Coxswain Race managed to get the lifeboat back on course and pulled both throttles back to reduce her forward momentum.

Almost immediately the Tyne veered violently to starboard and was knocked down to starboard. The lifeboat came upright heading to seaward, and so had been turned through 360°. The lifeboat was estimated to have been knocked over to about 90°, as the capsize units activate at about 110° of heel and had not operated.

On recovering from the knockdown, the



port engine had stopped and the low lubrication alarm was sounding. It was restarted but no more than 700rpm could be achieved.

The lifeboat then encountered two very large seas, close together, and again Coxswain Race pulled back on both throttles as the lifeboat became airborne before dropping for some two seconds and landing in the trough of the wave on an even keel. On landing, the starboard engine stopped but was quickly restarted.

There were no injuries and all crew members remained in their seats.

Phil Mead stayed about 0.8 miles north of *Freja Svea* until nine of the twenty-one crew had been airlifted ashore by helicopter.

At 1615 the lifeboat headed back towards Teesmouth with the intention of making repairs to the port engine, but as Hartlepool lifeboat was launched at 1530 the Teesmouth lifeboat turned about and joined her in proceeding to *Freja Svea*.

Phil Mead's further involvement in this service is covered below in the report of the capsizing of the Hartlepool lifeboat.

On later examination there was found to be little physical evidence of *Phil Mead's* knockdown although there was some minor damage to the wheelhouse windows and windscreen wipers. The engine problem was diagnosed as a displaced seal in the fuel system, caused by the engine running briefly in reverse. A two-stroke diesel can run backwards, rather poorly, and when the engines had been brought back to neutral it is believed reverse was momentarily engaged while the forward momentum of the boat kept the propellers turning forward. The force of water on the propellers was great enough to overcome the power of the engine, stopping it and then restarting it backwards. A suitable modification is under development by the RNLI to prevent this recurring.



Hartlepool's Waveney, *The Scout*, and Teesmouth's Tyne, *Phil Mead*, alongside after the service.

Any lifeboat involved in a capsizing or knockdown is automatically withdrawn for inspection and checking over and replaced by a relief boat, but both lifeboats were able to go for inspection and repair under their own power.

Photo – North News Pictures

Hartlepool lifeboat

Waveney class 44-018 *The Scout* – double capsize

Hartlepool lifeboat launched at 1529 and was on scene at 1552 after a seven mile passage, maintaining her position, head-to-sea, some half-a-mile to seaward of the casualty.

The lifeboat was under the command of Coxswain Eric Reeve with mechanic Ian Gilbraith, assistant mechanic Thomas Price and crew members Ian and Robert Maiden (brothers), Gary Jamieson, Richard Dougherty and Peter Lamb aboard.

In addition to the continuous 25ft waves there were also larger seas estimated to be between 30ft and 45ft high. Assistant mechanic Price was at the helm with Coxswain Reeve standing astern and slightly to starboard of the coxswain's seat. A mesh safety guard was rigged across part of the aft end of the open wheelhouse.

At about 1815 one of the larger 30ft-40ft seas was seen off the starboard bow and *The Scout* began to climb its curling face. There was broken water at the crest, and just before reaching it she was knocked down heavily to port, falling into the trough. The lifeboat capsized very quickly to port, and came upright starboard side first. Just as the coxswain saw daylight through the wheelhouse windows she was capsized to port a second time, but again righted herself quickly.

Crew member Jamieson was secured by his safety line and stayed in approximately the same position throughout both capsizes. Coxswain Reeve held onto the safety guard until the force of water washed him off, and he ended up against the guardrail stanchions on the port side.

Crew member Ian Maiden was lifted from beside the radar onto the coxswain's seat, hitting his head on the deckhead, before grabbing the safety net and being washed off onto the deck against the guardrail stanchions on the port side.

When Ian Maiden struck the coxswain's chair, he knocked helmsman Price out of his seat onto the deck to port, where he remained



Photographs are notorious for reducing the apparent size of a wave – but one glance at that breaker, pictured between Teesmouth's Tyne class and the 97,000 tonne casualty, shows how truly horrendous the conditions were on 28 February.

during the second capsize.

During the first capsize crew member Dougherty had been standing on the port side of the wheelhouse and recalls something hitting him (probably crew member Ian Maiden) and then being washed onto the port side of the deck before being dragged back into the wheelhouse by assistant mechanic Price.

Crew member Lamb had gone below and as the lifeboat capsized he was caught in mid-air when about to sit at the chart table. He braced himself against the deckhead with his feet and was struck on the back of his head causing lacerations which needed stitches.

Mechanic Gilbraith had been on the port side forward of the wheelhouse and ended up virtually in the same position after the second capsize.

Crew member Robert Maiden had unclipped his safety line to make his way the few feet to the wheelhouse for greater protection at the moment *The Scout* capsized. He was washed out and clung onto the towing post until swept head-over-heels overboard to port. He recalls surfacing some 70m from the lifeboat being bowled along in broken water. He inflated his lifejacket, activated its light and closed the cuff adjustments on his protective clothing and noted the time as 1828. He managed to get his back to the seas and pull his hood over his face to protect it from spray.

Robert Maiden then remembers seeing *The Scout* steam past some 20m away; the helicopter starting a search pattern; Hartlepool life-

boat's liferaft being illuminated by the helicopter; and then spotting it heading directly for him with the helicopter crew man being winched down. He was cold and noticing some stiffness and numbness in his arms but felt he would have been able to survive for a longer period in the water.

By his watch it was 1905 when he was airlifted to the seafront and taken to hospital for treatment to a broken thumb. He was discharged and back home by 2200.

Aboard *The Scout* Coxswain Reeve had brought the lifeboat on to a northerly course into the weather, at slow speed, while a head count was made revealing that Robert Maiden was missing.

The crew saw a light some 20m astern and two attempts were made to get alongside before it was realised it was the lifeboat's light and buoy which had been washed overboard and not Robert Maiden's lifejacket light.

Three white parachute flares were set off in an abortive search for Robert, but when it was realised that the VHF was not functioning a red flare was fired and another attempt made to use the VHF using the emergency aerial. The portable VHF was then used, and Ian Maiden transmitted a Mayday at 1835.

The pumps were started to empty water from the engine room bilge, and at this point the lifeboat fell off another large sea, dropping some 20ft into the trough. The MF radio was tried without success as the aerial had been sheared off.

Ian Maiden used the portable VHF directly to the helicopter to say that Robert Maiden had been swept overboard and Teesmouth lifeboat asked the helicopter to locate and hover over *The Scout*, so that she could go to assist.

At 1858 Ian Maiden again contacted the helicopter on the portable VHF, but the aircraft was winching at that moment – immediately afterwards confirming that Robert Maiden had been winched to safety. Following this message Coxswain Reeve, led by Teesmouth lifeboat, took *The Scout* into the safety of the river where she was secured in Teesdock at 2000.

The injuries to the crew were: Robert Maiden – broken thumb; Gary Jamieson – bruised fingers, shock; Peter Lamb – laceration to back of head.

The lifeboat suffered damage to the mast and communications aerials, the towing warp reel, some wheelhouse electronics, a deck locker and denting and stress cracks in the superstructure but was structurally intact, watertight and seaworthy. Minor modifications have been recommended but in general it is felt the lifeboat survived the service with flying colours.

Crew member Robbie Maiden spent 35 minutes in the water after being swept overboard from *The Scout*. The damage to the Waveney's mast and communications equipment is obvious.



The Annual General Meeting and Presentation of Awards 1993 Royal Festival Hall, London

The Tuesday after the May Day Bank Holiday, 4 May 1993, saw the Institution's 169th Annual General Meeting and Presentation of Awards. Although held at their now-traditional venue on the South Bank in London this year both meetings were held in the Royal Festival Hall and were also some weeks earlier than normal.



The five medallists at Festival Pier for a 'photocall' aboard the new Trent class prototype.
Photo Maggie Murray/Format

The events began at 1015, with the arrival of the lifeboatmen to receive awards for gallantry at Festival Pier, providing a photo opportunity for the press and coverage in the national media the following day.

The prototype Trent, soon to be named *Earl and Countess Mountbatten*, provided the platform for the medallists and then lay alongside the Festival Pier so that those attending the meetings could see aboard her. She could be seen to be floating well below her marks at times, indicating that a good number of visitors had taken the opportunity!

The AGM began at 1130 and the RNLI's Chairman, Michael Vernon, opened his address to the Institution's Governors with a reference to a newspaper article which, although on the front page of a paper with a circulation of some two million, very few of those present were likely to have seen:

'The Royal National Lifeboat Institution' quoted Mr Vernon, 'is the world's oldest national lifeboat service and one of the UK's biggest and most successful charities. Fiercely independent, the RNLI is a case study in private initiative; it abhors even the thought of government financial support. Many believe the organization is Britain at its best.'

The reason that most would not have seen it, he went on, was because it appeared in the American 'Wall Street Journal', adding how gratifying it was to receive such praise from an influential 'outsider'.

If it was true that the Institution represents Britain, indeed

Britain and Ireland, at their best, the Chairman said, it only did so because it continued to receive the best of British and Irish support.

Thanks entirely to that voluntary support the RNLI had been able to keep pace with a growing demand on its services, even through a period of deep recession.

ACHIEVEMENTS

In reviewing the considerable achievements of the year Mr Vernon sought to illustrate that the Institution's ultimate cause, saving life at sea, was best served by striving for efficiency and cost effectiveness at every level, and in every sphere of activity.

The statistics, he told the meeting, showed that the RNLI had once again surpassed previous records with a total of 5,445 launches in 1992.

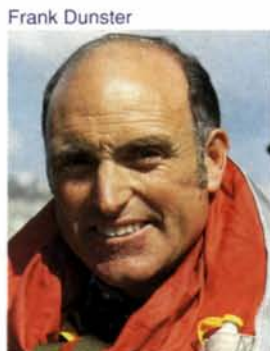
'Our crews have saved the lives of 1,372 seafarers or seaside casualties,' said the Chairman, 'and they helped nearly a thousand more out of difficulties. The recession appears to have had no dampening effect upon pleasure craft activity, or at least on their mishaps, with lifeboats answering 16% more calls from this category than the previous year. Services to commercial craft of all sizes have remained constant in number for several years, although casualties among fishing vessels are still increasing.'

But, Mr Vernon added, it was important to realise that for a lifeboat station and crew these bare statistics meant many more demands on the crews, the boats and the equipment.

'Running an efficient lifeboat service is as much about providing the ability for quick response as it is about lives actually saved. We have a great deal to thank all station mechanics, shore helpers and crew members for guaranteeing that our lifeboats are always ready to go.'

CHALLENGE

Moving on to the lifeboats themselves the Chairman made the point that the challenge was not simply to get a boat to sea with an expert crew; it was also to be certain that the right boat was available for the job. The rigid inflatable Atlantic 21 had proved best for going alongside a grounded yacht when Frank Dunster and Roderick James won their Silver Medal in 20ft seas on Chichester Bar last October; the speed, power and range of the Arun had been essential to Peter Bisson of Guernsey during his Silver Medal service to a yacht in mid-Channel and to Hewitt Clark of Lerwick when he towed a fishing vessel through a hurricane for his third Bronze Medal in January. At the other end of the size scale the speed and manoeuvrability of Whitby's D class inflatable, expertly handled by Bronze medallist John Pearson, had saved the life of a man in 12ft surf.





Michael Vernon, the Chairman of the RNLI addressed the audience at the morning Annual General Meeting

But there was more to come said the Chairman:

'Despite the recession, we have been able to forge ahead with our plans to provide boats that will gradually replace the Aruns, Waveney and Atlantic 21s. Each of these will provide our crews with an even more effective means of carrying out their task.

'Satisfied that the all-weather lifeboats will fulfil our needs well into the next century we christened them the Severn and Trent classes. These river names were chosen because they both run through the heart of the country and reflect the traditional support which flows from those who live inland.'

Production of both classes is now under way, reported Mr Vernon, and 25-knot all-weather lifeboats will be on station in the first half of 1994.

The newly-developed Atlantic 75 came through trials with flying colours during the year and is now in production providing an even faster and more sea-kindly rigid-inflatable than the Atlantic 21 she will gradually replace.

The Chairman was also able to report that the building programme for Mersey class lifeboats was now virtually complete, with ten entering service in 1992. This meant that the RNLI's long-proclaimed aim to have fast lifeboats at every station before the end of 1993 would be met.

ENHANCE

However, it was more than just speed through the water which gets a lifeboat rapidly to the casualty, added Mr Vernon. The Institution was developing equipment to enhance efficient lifesaving, testing a wide range of electronic aids to make navigation easier and faster. Night vision equipment was under evaluation and a hand-held VHF direction finder was being developed for inshore lifeboats.

RNLI equipment is sometimes put through the severest tests, and the Chairman illustrated this with a reference to the capsizing of Hartlepool's Waveney class lifeboat in February when she was twice overturned in 40ft waves. Teesmouth's Tyne had already been knocked down in the same seas but both lifeboats had righted themselves and their coxswains regained control. But one crew member aboard the Hartlepool boat needed more than self-righting to save his life, added the Chairman:

'Robbie Maiden was thrown into the freezing North Sea and for 35 agonizing minutes he was lost in the darkness and the waves. He owed his life to his protective clothing which saved him from hypothermia, his lifjacket which kept his head above water and to the light it carried and which was spotted by a vigilant helicopter crew. His praise for his safety equipment was all the assurance we ever needed that our efforts in this field are worthwhile.'

NEW DESIGN

On the same theme Mr Vernon reported that recent efforts had led to a new design of self-inflating lifjacket for crews of all-weather lifeboats, and that its introduction this year will provide crews with a far less bulky lifjacket than its predecessors but with the same buoyant properties.

On the subject of safety and equipment Mr Vernon remarked that a method of firing hand-held maroons had been developed which limited the risk enough to allow their continued use when a back-up signal for the pager is required.

Regular reviews ensure optimum lifeboat cover around the coast and the Chairman was able to report that a decision had been made to establish two new inshore lifeboat stations - North Kessock in Scotland and Bundoran in the Republic of Ireland.

Looe, in Cornwall, he added was currently under evaluation for D class operation, and at Swanage, Campbeltown and Portrush all-weather cover was to be supplemented with D class inflatables. The need for supplementary inshore cover was, remarked the Chairman, partly due to the diversity of casualties, and that it was gratifying that the RNLI was able, through adequate funding, to react immediately to new demands.

The capital cost last year of all new lifeboats, equipment and shorework improvements was close to £15m, he said, and a great deal of effort goes in to ensuring that every pound is spent effectively.

Careful capital expenditure was important, remarked Mr Vernon, but so too was the RNLI's use of its human resources. During the year a thorough review of working practices had been carried out in every department, uncovering very little inefficiency but pointing to some improvements. These included a planned maintenance system for Tyne, Arun and Mersey class lifeboats and the reorganisation of operational and technical divisions round the coast. The creation of larger fundraising regions will reduce administrative overheads and this was also a result of the review.

Mr Vernon pointed out that the Accounts for 1992 had some important stories to tell. Income rose by nearly £10m, 18% more than the previous year, and comparison with the retail price index increase of 3.7% showed just what an outstanding performance this was.

'What of the recession?' asked the Chairman, reflecting that this time last year he was announcing the first drop in annual income for many years, and warning against complacency.

'All I can say' he remarked, 'is that the fundraisers must have taken my words to heart. The income generated by the efforts of volunteer branches and guilds has exceeded inflation by a healthy margin. Often arising from their efforts is the income from legacies, which in 1992 was quite exceptional exceeding for the first time over 60% of total funds raised. The branches and guilds are to be heartily congratulated.

'When it comes to accounting matters the Institution depends on good co-operation from its supporters, branches and guilds. Your response to the call to lobby government for fairer treatment on VAT was admirable; so too has been the branches' willingness to adapt to the new accounting year and reporting methods. It is very disappointing the Chancellor was not able to help with the former, perhaps we should be thankful we did not need his co-operation with the latter!'

Looking at other fundraising efforts Mr Vernon reported that although gift and souvenir sales were being encouraged, through branches and mail order, the results were very disappointing in 1992. This was largely due to accounting problems which are being thoroughly investigated and in future years, he remarked, RNLI Sales will produce a healthy revenue for the Institution.

Work continued to develop the RNLI's base of regular donors, and Mr Vernon reported that membership now stood at 205,000.

ENCOURAGING

New ways of attracting support were being tried, he went on, and the low-budget advertisement on Channel 4, designed to persuade viewers to phone in with donations, was only a test - although early results were encouraging.

The RNLI's bedrock was still its branches and guilds, and the Chairman remarked that it was exactly 100 years since the first ladies lifeboat guild had been established at St Annes.

Mr Vernon reported that the RNLI's reserves stood at £123m, and added that although that might appear high to some people the cost of replacing the 90 Waveney and Arun class lifeboats would alone cost much more than this. He went on:

'It would be wrong in the view of your Committee of Management to underwrite our commitment to the future with any less.'

There were other areas to which the Institution should pay heed, said Mr Vernon, and in the coming year a staff member would be co-operating with other safety-at-sea organisations to inject RNLI experience into their efforts. The young in particular could, he believed, benefit by learning more about the dangers of the sea, and the RNLI would also benefit if they knew more of the Institution's work. A youth promotion officer is to be appointed to pursue this double objective.

The Chairman remarked that although the RNLI is 'fiercely independent' it cannot operate in isolation. The year had been one in which further progress had been made in developing working relationships with HM Coastguard, the Department of Transport, the helicopter services of the Royal Navy and the Royal Air Force.

Linked training courses for lifeboat coxswains and coastguard officers were one example and the government's recognition of plans for 25-knot all-weather lifeboats where helicopters were being re-deployed was another.

The influence of the Institution may extend far afield, Mr Vernon said, but the foundation of its success remained at home. He referred to a very topical matter when he added:

'The public is currently being given such a good opportunity to witness the cause of that success through the ITV documentary series 'Lifeboat', which was filmed at Salcombe lifeboat station last year. Its portrayal of the crew as they go about their business with quiet efficiency can only help to inspire yet more to join our ranks as regular supporters.'

The Chairman concluded his address with wholehearted thanks for the Governors' continuing support and asked the meeting to vote on the Committee of Management - who were elected en bloc. The meeting was then opened for questions from the floor, which ranged from the style of flag-day lapel stickers to the establishment of new D class stations, taking in boathouse construction and fundraising regions on the way. The questions

were answered by members of the Committee of Management and staff who gleaned several valuable pointers from the discussions.

The Presentation of Awards

Governors waiting for the afternoon's Presentation of Awards were able to see a preview of the following evening's episode of the Central TV programme 'Lifeboat', or visit the prototype Trent which was lying at the Festival Pier. Many managed both!

At 1430 Mr Vernon opened the 1993 presentation of awards with a welcome to the RNLI's President, HRH The Duke of Kent, to 'our annual celebration of voluntary work for the lifeboat service'.

There were, he said, some outstanding and gallant rescues to applaud and a record number of awards to honorary workers. 32 gold badges were to be presented, and as these recognised a minimum 25 years fundraising he surmised that the late sixties must have been a vintage period for recruitment!

Interestingly that period had been a crucial one for the RNLI.

Royal National Lifeboat Institution Annual Presentation

SILVER MEDALS FOR GALLENTRY

Coxswain Peter Bisson, St Peter Port - 29 August 1992
Coxswain Bisson and his crew braved force 9 winds and 15-20ft seas to snatch six yachtsmen to safety from the *Sena Sioria*. During the rescue the yacht's mizzen mast crashed onto the deck of the lifeboat, trapping the crew and injuring two. With coolness and skill Coxswain Bisson kept the lifeboat in position while debris was cleared and injuries assessed and then again when the casualties were transferred to a helicopter in difficult and hazardous conditions. The whole service took 7 hours to complete.
The service is recounted in full in the Winter 1992/93 issue of The Lifeboat

Helmsman Roderick James and Frank Dunster, Hayling Island 25 October 1992
Helmsman Roderick James was in command of the Atlantic 21 when it was driven through heavy seas to take seven people from the stricken yacht *Donald Searle*. The lifeboat narrowly escaped capsize bow over stern.
Helmsman Frank Dunster braved the same conditions in his own rigid inflatable rescue boat. He and two of the RNLI crew members were first on the scene and took two people off the yacht before further help arrived. His boat was under constant threat of capsize and at one point was nearly crushed by the yacht.
The service is recounted in full in the Spring 93 issue of The Lifeboat

BRONZE MEDALS FOR GALLENTRY

Coxswain/Mechanic Hewitt Clark, Lerwick 17/18 January 1993
Lerwick's Arun class was called on service to MFV *Ardency* which had broken down and was taking water. With Coxswain Mechanic Hewitt Clark at the helm a heaving line was passed to the casualty which was rolling so violently that her keel could be seen. During the journey back the towline parted but with exceptional physical effort the crews recovered the line and headed for Lerwick Harbour.
The service is recounted in full in this issue of The Lifeboat

Helmsman John Pearson, Whitby 20 February 1993
Whitby's Tyne class and D class inflatable were launched to provide assistance to two inflatable lifeboats, one of which had capsized throwing a man into the water. As the larger lifeboat stood by, the D class with Helmsman John Pearson in command was driven with courage and skill into rough seas and among rocky shallows. The man was pulled aboard the D class and on the return journey the lifeboat was left airborne as it cut through the waves.
Once clear of danger the survivor was transferred to the Tyne lifeboat. Both safely re-entered the harbour where an ambulance was waiting for the casualty.
The service is recounted in full in this issue of The Lifeboat

PRESENTATIONS TO VOLUNTARY WORKERS
Since the last Annual Presentation of Awards Meeting the Committee of Management has awarded six Honorary Life Governorships, twelve Bars to the Gold Badge and thirty-seven Gold Badges.

HONORARY LIFE GOVERNOR Mrs Vera Robinson MBE
Redcar Guild: Member for a total of 63 years. Honorary Treasurer 1968-1973, Honorary Secretary 1973-1975, President 1975 to date. Zetland Lifeboat Museum: Rota Secretary 1981 to date.

Mr Jack Downing
Stourbridge Branch: Chairman 1963-1980, President 1980 to date.

Mrs Elizabeth Mobbs OSt J
Chilterns Branch: Founder Member 1950-1965, Chairman 1965-1970, Vice President 1970-1971, President 1971-1985, Committee Member 1985 to date.

Mrs Winifred Sowden LLCM ALCM
Southampton Guild: Honorary Secretary 1927-1945. Hamble-Pear Tree and Woolston Guilds: Flag Week Organiser 1927-1936. Hedge End Guild: Founder and Chairman 1945-1991, President 1991 to date.

Mr Joe Adams
Hastings Station Branch: Honorary Secretary 1956-1966, Joint Honorary Secretary 1968-1977, Honorary Secretary 1977-1982, Deputy Launching Authority 1982-1993, Chairman 1986-1992.

BAR TO THE GOLD BADGE Mrs Louie Rigby
Silloth and District Ladies Lifeboat Guild: President 1952 to date.
Mrs Janet de Zouche Hall
Halifax Guild: Chairman 1951-

1981, Vice President 1981 to date. Halifax Luncheon Club: Founder Member 1960 to date, Chairman 1966-1967.

Mrs Nora Matheson
Morpeth Guild: Committee Member 1952-1954, Honorary Secretary 1954-1960, Chairman 1960-1991, President 1991 to date.

Mrs Marion Appleby-Matthews
Tamworth Guild: Flag Day Organiser 1954-1970, Founder Chairman 1970 to date. Mr J.

M. F. (Jackie) Groat MBE DL JP
Longhope Station Branch: Honorary Secretary 1962 to date.

Mr A. E. (Ferdi) Thurgood
Helensburgh Station Branch: Honorary Secretary 1968-1987, Honorary Treasurer 1987 to date.

Mr Peter Cheney
Littlehampton Financial Branch: Chairman 1963-1978. Littlehampton Station Branch: Honorary Secretary 1966-1993, Chairman and Deputy Launching Authority 1993 to date.

GOLD BADGE

Lady Violet Macrae
Orkney Mainland Ladies Lifeboat Guild: Honorary Secretary 1969-1973, President 1973 to date

Mrs Janet Kent
Rosyth Branch: Honorary Secretary 1968-1986, Honorary Treasurer 1986 to date.

Mrs A. J. (Margaret) McCall
Alsager Ladies Lifeboat Guild: Chairman 1953 to date.

Mrs Christine Bull
Urmston Branch: Committee Member 1952 to date, Honorary Treasurer 1959-1964, Honorary Secretary 1968-1972, Chairman 1974-1984, Honorary Secretary 1974-1975, Life Vice President 1985.
Mrs Beatrice Allen

It was entering an exciting new era of fast lifeboats while facing very high inflation. Income was barely keeping pace with running costs and reserves fell to a dangerously low level.

In praising those who had been involved since those days Mr Vernon remarked on their contribution to a remarkable turnaround in the Institution's fortunes.

The Institution now had the resources to guarantee an up-to-the-minute lifeboat service for many years to come, a promise it would have been hard to make twenty-five years ago. The honorary awards were richly deserved, the Chairman added, as were thanks to all who work so hard to sustain this healthy state of affairs.

INSPIRED

There had been other equally significant periods during the life of the Institution. Many might go back to 1886 and the loss of the Southport and St Annes lifeboats attending the wreck of the *Mexico*. This tragedy led not only to a re-think in lifeboat design but also inspired the formation in 1893 of the very first ladies lifeboat guild at St Annes. Now, exactly 100 years on, there are nearly 2,000 financial branches and guilds – the bedrock for all current fundraising efforts.

Another milestone in 1993 will be the provision of fast lifeboats at every station, a promise made seven years ago at a projected cost of £50m. By the end of this year the traditional double-ended lifeboats will no longer be seen in the RNLI fleet, although

cherished memories will keep their crews' life-saving exploits alive for generations.

By the year 2000 the lifeboat fleet will be faster still, as the target is to have 25-knot lifeboats at no less than half the stations. A fair proportion of Atlantic 21 stations will also have the faster Atlantic 75 by then.

The Chairman repeated the figures he had given to the AGM – 5,445 launches and 1,371 lives saved – and reflected that launches had risen by nearly 2,000 in the last decade and pondered on what the figures would be ten years from now.

It was, he said:

the dedication, skill and courage of the lifeboat crews which convinces me that such efforts will continue. But who will fail to draw added inspiration from the medal citations you are about to hear?'

Mr Vernon then introduced the Institution's President, HRH The Duke of Kent, thanking him for the time he dedicates to the RNLI and the interest he shows in every aspect of the Institution.

His Royal Highness began his address by remarking on the Sunday evening in February when a news item stopped every lifeboat supporter in their tracks. The Hartlepool lifeboat's recovery from two capsize and the recovery of a crew member after 35 minutes in the water not only brought joy and relief to the families concerned; it united all lifeboat supporters with similar feelings.

of Awards at The Royal Festival Hall on 4 May 1993

Whitefield Branch: Member 1914 to date, Chairman 1960-1962, Vice Chairman 1966-1968, Chairman 1972-1974, President 1977 to date.

Mrs Joy Morris

Whitehaven Branch: Honorary Treasurer 1967 to date.

Mrs Patricia Groves

Cardiff Ladies Lifeboat Guild: Committee Member 1954 to date, Joint Honorary Secretary 1959-1961, Flag Day Organiser 1959 to date, Flag Day Organiser (Whitchurch Area) 1964 to date, Vice Chairman 1970-1976, Vice President 1978 to date.

Mrs Christine E. Pickstone

Birmingham Branch: Committee Member 1961 to date, Honorary Secretary 1972-1980.

Professor Arthur Birley

St Albans Branch: Honorary Secretary 1964-1968, Assistant Honorary Secretary 1968-1973. Loughborough Branch: Founder Member and Chairman 1974-1986, Flag Day Organiser 1974 to date, President 1988 to date.

Mr L. B. (Bill) Charles

Derby Branch: Honorary Secretary 1954-1957. Luton Branch: President 1964-1967. Northampton Branch: Chairman 1971 to date, Flag Day Organiser 1975 to date.

Mrs A. M. Mary Briggs

Chilterns Branch: Committee Member 1964-1975, Chairman 1975-1977, Committee Member 1977-1981, Flag Day Organiser 1981 to date, Vice President 1981 to date.

Mrs Muriel G. Everitt

Huntingdon Lifeboat Branch: Flag Day helper 1930-1964, Committee Member 1964-1972, Honorary Treasurer 1972 to date.

Mrs R. J. (Lilian) Dann

Norwich Ladies Lifeboat Guild:

Founder Member and Honorary Treasurer 1967 to date.

Mrs Doris Langford

Norwich Ladies Lifeboat Guild: Founder Member 1967-1971, Honorary Secretary 1971 to date.

Mrs Eileen Vaughan-Jones

Bristol Ladies Lifeboat Guild: Committee Member 1930-1965, Chairman 1965-1975, Committee Member 1975 to date.

Mrs Sheila Whitehouse

Newquay Ladies Lifeboat Guild: Founder Member 1966-1967, Honorary Treasurer 1967-1973, President 1974 to date.

Dr Stuart J. Silvey

Stoke Bishop Branch: Chairman 1968 to date.

Mrs Pearl Newbery

Cheltenham Branch: Branch Member 1952-1955, Committee Member 1955-1967, Honorary Secretary 1967-1976. Portishead Branch: Assistant Honorary Secretary 1976-1981. Truro Branch: Committee Member 1981-1982, Box Secretary 1982 to date.

Miss Irene E. Howe

Ventnor and District Branch: Member 1946-1949, Lifeboat Day Organiser 1949-1968, Chairman 1968-1982, President, Flag Week Organiser and Membership Secretary 1982 to date.

Mr Monty Hand BEM

Bognor Regis Branch: Member 1959-1990, Vice Chairman 1990 to date.

Major Frank E. Saunders (deceased)

Meopham and District Branch: Chairman, Honorary Treasurer, Box Secretary and Lifeboat Week Organiser 1970-1992. (*This award was made posthumously and was received by Major Saunders' wife, Mrs Joan Saunders.*)

Mrs Joan Saunders

Meopham and District Branch: Honorary Secretary, Souvenir Secretary and Events Organiser 1970 to date.

Mrs I. M. (Katherine) Calvoceressi

Westerham Branch: Honorary Secretary and Lifeboat Week Organiser 1959 to date.

Miss Dorothy E. Lee

Bellaghy Branch: Honorary Secretary 1965 to date.

Mr Desmond Fitzgerald

Nenagh Branch: Chairman 1965 to date.

Mrs Beryl Whitworth

Newtownmountkennedy Branch: Honorary Secretary 1956 to date.

Mr J. D. (Davie) Garrick

Aith Station Branch: Honorary Secretary 1972-1993.

Mr Archie A. McLellan

Mallaig Station Branch: Honorary Secretary 1971 to date.

Mr Patrick S. Irwin

Hastings Station Branch: Honorary Treasurer and Vice Chairman 1966 to date.

Mr Stuart B. Strickland

Littlehampton Station Branch and Financial Branch: Honorary Treasurer 1966 to date.

Mr E. N. (Nick) Smith

Littlestone Station Branch: Honorary Treasurer 1966 to date.

Mr David F. Aubrey

Port Talbot Station Branch: Honorary Secretary 1972 to date.

The following recipients were unable to attend the Ceremony and their awards are being made locally.

BAR TO THE GOLD BADGE

Mrs Agnes C. R. Scorgie

Dumfries Branch: President 1952-

1981, Vice President 1981 to date.

Miss Elizabeth M. Black

Isle of Arran Ladies Lifeboat Guild: Honorary Secretary 1961 to date.

Mrs R. (Emma) Dalglish

Selkirk Ladies Lifeboat Guild: Vice President 1955-1982, Chairman 1982 to date.

Mrs J. L. (Edna) Weatherby

Alsager ladies Lifeboat Guild: Honorary Secretary 1953 to date.

Mr Geoffrey Flint (deceased)

Weston-super-Mare Station Branch: Assistant Honorary Treasurer 1949-1958. Weston-super-Mare Financial Branch: Committee Member 1953-1958. Midsomer Norton Branch: Honorary Treasurer 1958-1965. Weston-super-Mare Financial Branch: Honorary Treasurer 1965-1971, Chairman 1971-1987. Weston-super-Mare Station Branch: Chairman 1976-1992, Vice President 1992-1993.

GOLD BADGE

Mrs A. (Gladys) Emerson

Middleton Ladies Lifeboat Guild: Chairman 1947 to date.

Mrs Winifred A. Glover

Stretford Branch: Vice Chairman 1964-1965, Committee Member 1965-1968, Honorary Secretary 1968-1985, Committee Member 1985-1988, Life Vice President 1988.

Mr William L. Muir

Anstruther Station Branch: Deputy Launching Authority 1971-1975, Honorary Secretary 1975 to date.

Captain Norman Macleod

Oban Station Branch: Honorary Secretary 1973 to date.

Mr George Ralston

Bangor Station Branch: Honorary Secretary 1973 to date. Bangor Fundraising Branch: Chairman 1984-1992.



HRH The Duke of Kent makes his address before presenting the awards in the Royal Festival Hall.

It was, The Duke said, a moment which provided a focus of intense common interest for this huge and flourishing Institution. Amid the day-to-day frustrations of life, even the most dedicated among you may occasionally question what is so special about the RNLI that it should take up such an inordinate amount of your free time. What are we really achieving, you may ask, and do my efforts actually count?

SPECIAL

The Duke remarked that, as President, he was in the fortunate position of being able to view the Institution's work a few paces back from the canvas, and assured everyone that the RNLI was special, standing out as a humanitarian face of the people of these shores in a way that few other organisations could. Visiting lifeboat stations and meeting the modest people who appeared to give every waking hour to the cause, he sometimes found it difficult to believe that they expected nothing in return. But

without such an attitude no service could cope with the unpredictable requirements of sea rescue. 'The RNLI copes quite admirably,' he added.

HOPE

There was another aspect which made the RNLI special, added His Royal Highness, the hope it can bring to people in utter despair. The timely arrival of a lifeboat to a drowning man is the ultimate offer of hope, but having been at Land's End just over a year ago to name the new Sennen Cove lifeboat His Royal Highness had experienced another example of the hope the Institution could offer. The lifeboat was called *The Four Boys* to commemorate four boys who were lost off Land's End in a tragic accident. Their parents had decided to confront their grief by raising funds for a new boat and he had found the occasion immensely moving and also, because the RNLI was able to offer a positive objective and hope to four devastated families.

'I believe,' said the Duke, 'many of us find the RNLI adds a dimension to our life which gives it that much greater purpose. And there is so much purpose to the RNLI of the 1990s. We save 1300 lives each year. Our lifeboats are in more demand than ever before. We keep 211 lifeboat stations supplied with the most modern boats and equipment. And we have a great future ahead of us'

His Royal Highness closed his address with a poignant reminder:

'Should you ever doubt that your own contribution is of value, just remember that young lifeboatman, Robbie Maiden, plucked from the freezing North Sea last February. His survival was due to a highly professional helicopter crew, but just as importantly to the clothing you provided and to a little light on his lifejacket that could have been paid for out of the loose change in your pocket...'

It was a fitting time for the Director to read the citations for the fundraisers awards and the medals for gallantry and for His Royal Highness to present them.

(Below) Two survivors from the ketch Donald Searle recovering from their ordeal.



Hayling Island - double silver medal service, 25 October 1992. The photograph shows the difficult and hazardous conditions in which the rescue took place. Coastguard helicopter attempting to pass a hi-line to the crew of the stricken ketch *Donald Searle*, in order to winch survivors to safety. Hayling Island's Atlantic 21 lifeboat *Aldershot* (far left) arriving on scene in steep seas, which at one point stood the lifeboat on end.

Bookshelf

some recent publications reviewed

The Story of the Barmouth Lifeboats

by Jeff Morris

A recent addition to the series of comprehensive booklets from the prolific Honorary Archivist of the Lifeboat Enthusiasts Society, this time chronicling the history of Barmouth's lifeboat station. The booklet, now with a more colourful and stiffer cover, charts the story of the station from its inception in 1828 through to the present day and the arrival of a new Mersey class lifeboat in September 1992.

As usual the author illustrates the station's progress with both archive and modern photographs and describes the more notable services in some detail.

An excellent history of the station, available from Barmouth Lifeboat Station at £2 or by post from the Souvenir Secretary Derek Taylor, 8 Fford Bro Mynach, Branksome Estate, Barmouth, Gwynedd LL42 1LZ at £2.50.

The Story of the Wick and Ackergill Lifeboats

by Jeff Morris

Although only Wick survives as a lifeboat station today the early history of these two nearby stations and their communities is so interwoven that Jeff Morris has taken both as his subject for one of his informative booklets.

Ackergill lifeboat station closed in 1932, but Wick continues its proud tradition – which is ably traced by the author right through to the present day.

As usual the booklet is illustrated with modern and archive photographs of boats and boathouses, although the production methods do not allow them to be reproduced to the standard achieved in the author's new series of colour-cover publications.

The Story of the Wick and Ackergill Lifeboats can be obtained from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB at £2.50 including postage and packing.

First Aid Afloat

by Dr Robert Haworth

published by Fernhurst Books at £9.95

ISBN 0-906754-88-7

Dr Robert Haworth is no stranger to injuries and medical emergencies at sea – being a crew member and honorary medical adviser at Barmouth's lifeboat station.

This straightforward book is aimed at the novice first aider and intended for use at the time of the incident. Each topic is short, the language simple and with photo sequences illustrating the steps to take.

Several of the photo sequences make use of lifeboats, giving a useful insight into how a casualty will be transferred if required and how they could be lifted from the water.

First Aid Afloat would be a very valuable addition to any small boat's bookshelf.

Wrecked Around Alderney

by Brian Bonnard

published by the author at £3.95

ISBN 0-9520707-0-7

Many a yachtsman's initial reaction to the title of Brian Bonnard's fascinating book might be: 'yes, I've been pretty wrecked on Alderney too...' but we should make it clear from the outset that this book concerns itself not with epic nights in the bar of the Diver's but shipwrecks around this tide-swept, iron-coasted gem of an island.

Dedicated to the Alderney lifeboat crew and picturing the station's Waveney on the cover this small-format volume is based on stories recounted to the author by John Quinain, the last of the official Alderney pilots, who retired in 1990.

It is hardly surprising that, with such a personal knowledge of the events, the tales are full of anecdotes and asides, the like of which would never appear in a formal report of a stranding!

Among the anecdotes are the history of a parrot which survived for 50 years after the loss of the ship in which it was a, probably unwilling, passenger in 1889 and among the asides are aspersions on the sobriety of certain ships' officers.

A fascinating insight into the maritime history of an island

The book is available from bookshops in the Channel Islands or from the publisher at The Twins, Le Petit Val, Alderney, Channel Islands.

A Lerwick Lifeboatman's Story

by George Leith

published by The Shetland Times at £14.00

ISBN 0 900662 87 5

George Leith spent 30 years with the RNLI, the last ten before retiring in 1979 as coxswain, so who better to recount the tale of the Lerwick lifeboat?

The book starts with the events leading up to the establishment of the station in 1930 and then looks at some of the more interesting services by the variety of lifeboats which served there over the years. From crew member aboard a motor lifeboat with auxiliary sails through to coxswain of an 18-knot Arun, George Leith saw much change in the world of lifeboats – and little change in the seas around Shetland and the dangers of the job.

The Mevagissey Companion

by Sheila Bird

published by Bird of Freedom at £2.75

ISBN 0 9512236 4 X

Sheila Bird's latest work on Cornwall is a meander through the life and work of Mevagissey. There is a strong maritime content, including an account of the lifeboat station with illustrations. In her easy-going style Miss Bird provides a welcome addition to the library of any visitor.

ON SCREEN

Video review

Boat's Wanted

The Story of Sennen Cove Lifeboat Station

Running Time 2 hours

Sennen Lifeboat Station, with professional studio assistance, has produced an excellent video which not only tracks the history of the station but which also paints an eloquent picture of its present day role.

Sennen Cove is just a mile from Land's End, and its exposed position, often difficult launching conditions and unique double slipway (a long one for launching and a shorter, more sheltered one for recovery) provide scope for some spectacular footage

of services and exercise launches.

Having dealt with the station's history in archive footage and stills the video moves to the present day and Coxswain Terry George gives an enlightening tour of the station's Mersey class *The Four Boys* before looking at some recent services and the ways in which the boat is launched and recovered.

An admirable achievement by the station, and excellent value at £11.95 (including post and packing) for two hours compulsive viewing. Obtainable from: The Lifeboat Station, Sennen Cove, Cornwall TR19 7BT.

A DESIGN FOR THE 21st CENTURY

The RNLI continues to develop lifesaving equipment of all kinds, to meet new demands as new techniques and materials become available. Just as with the Severn and Trent class lifeboats often no commercial product suits the exacting needs of lifeboat crews and the Institution has to break new ground to find the right answer. A new lifejacket for the crews of all-weather lifeboats was a case in point:

What does a lifejacket need to do?

The boats and equipment used by lifeboat crews may have changed almost beyond recognition over the years, but the essential task which they carry out remains the same. As a result the basic requirements for some items of equipment also remain the same, even though technological advances may result in a totally different product. One example is the lifejacket, which must fulfill the same functions today as it did when the first was designed back in the 1850s.

It must:

- ✓ enable crew members to go into the water on a split second's decision, and immediately provide enough buoyancy (floating power) to support them and another person.
- ✓ restrict movement as little as possible and not interfere with other protective clothing, either in the boat or in the water.
- ✓ be comfortable - or crews would not be willing to wear it at all times
- ✓ be quick and simple to put on
- ✓ be hard wearing

When different pieces of equipment are used together, it is vital that their designs are kept in step. In 1971 the RNLI introduced a new lifeboat design which had an enclosed wheelhouse, unlike the mainly open boats used previously. Although this obviously offered greater protection and shelter, lifeboat crews found that their current, closed-cell foam lifejackets were very bulky and too hot to wear.

Nothing which met all the requirements of lifeboat crews was available on the open market, so the RNLI decided to develop a new lifejacket which crew members would be happy to wear all the time.

Sizing up the problem

The major problem with the existing lifejacket was its bulk, and to solve this a new approach was needed. The lifejackets used by crews in the past had all been made from bulky materials which had inherent

buoyancy - cork, kapok and closed-cell foam.

The new lifejacket has no bulky, buoyant material and is therefore not inherently buoyant but it is light and comfortable to wear. However, the moment the person wearing it enters the water it inflates automatically to provide the bulk, and therefore buoyancy, needed to support them.

Following considerable preliminary work in-house, the RNLI enlisted the help of the commercial lifejacket designers and manufacturers Crewsaver. Together they set up a small working group with representatives from the RNLI, Crewsaver, Musto (specialists in foul weather clothing) and The Institute of Aviation Medicine (responsible for technical and scientific testing of the lifejacket).

They came up with a design in which three layers of polyurethane-coated nylon fabric were joined to make two 'stoles' (inflatable bags) laid on top of each other. The stoles and a cover are securely fixed to a safety harness.

The stole nearest to the body inflates automatically when a crew member hits the water. The water causes a paper ring to break, allowing a strong spring to force a plunger against the lifejacket's operating head. This then pierces a small carbon dioxide canister with a needle and the gas escapes to inflate the stole. The lifejacket begins to inflate within five seconds of hitting the water.

The outer stole, furthest from the body, can also be inflated to provide extra buoyancy if required. It too has a gas bottle, but the release of gas is triggered manually by pulling a small toggle.

Testing times

The new lifejacket has been carefully designed to ensure it meets the requirements of the RNLI, British standard BS3595 and European CEN standards. Tests included monitoring the lifejacket's buoyancy at different temperatures and over different periods of time, and checking how long it takes for the lifejacket to inflate.



(Above and below) When uninflated, the new jacket is extremely compact and doesn't impede the wearer's movements



(Below) The stole nearest the body inflates automatically when the wearer enters the water



(Below) Rear view of the jacket, showing the retro reflective tape on its safety harness



Once the basic design had been finalised, 12 prototype jackets were made and tested by crews at two lifeboat stations. Following their comments, minor modifications were made and 50 new prototypes were issued to four lifeboat stations for a three month in-service trial. At the end of the trial crews filled in questionnaires and the lifejackets were returned for inspection. Once again, slight modifications were made, including changing the fabric used to cover the stoles and introducing a different method to attach the lifeline.

1850s CORK

As crews still had to row their lifeboat out to sea, lightness and flexibility were vital to a successful lifejacket design in the last century. The RNLI tested the buoyancy, flexibility, weight, durability and resistance to water of a range of materials:

- ✓ air - light and easy to stow, but punctured easily
- ✓ horse hair and rushes - light and buoyant, but neither waterproof nor durable
- ✓ woods such as baobab and balsa - light and buoyant, but hard to obtain and expensive to buy.

The final design used narrow strips of cork fitted together so that the lifejacket moved with the crew member's body. It was bulky and hard to stow, but provided good buoyancy, was very hard wearing and, importantly, was popular with the lifeboat crews who used it.



(left) For extra buoyancy, gas can be released from the canister shown by pulling the red toggle.



(right) The lifejacket consists of three layers of polyurethane coated nylon joined to make two stoles.



The Kapok design was used from 1906 until the late 1960s

1906 KAPOK

At the start of this century a new material, kapok, was introduced. A fine, cotton-like material, kapok is mainly used nowadays to stuff cushions and soft toys. But as THE LIFEBOAT noted in 1929, kapok also had properties which made it the ideal material for lifejackets: 'It looks very like cotton, but its follicles, which are really tubes closed at the ends - like hair and rushes - have a natural oil which makes them entirely non-absorbent of water, while the air contained in these tubes and between the follicles themselves give a very high buoyancy . . . per pound (weight) of lifejacket, the supporting force of kapok is 3.5 times that of cork.' Although there were some problems developing the kapok design - at first many crews announced that they'd rather drown than wear the new jackets - the brown canvas-covered kapok jacket remained in use until the late 1960s.

(left) Lifeboatmen wearing bulky cork lifejackets, as depicted in a nineteenth century oil painting

1970 CLOSED CELL FORM

At the end of the 1960s the RNLI decided to replace the kapok lifejacket. Early design models failed because brass eyelets on the jacket's cover reacted with the salt water and reduced the effectiveness of the fabric. Modifications were made, and in 1970 the closed cell foam lifejacket made by Beaufort was introduced.

The lifejacket consists of a rubberised bladder (bag) containing buoyant closed cell foam. This is contained within a hard-wearing orange nylon cover which is removable. The inherent buoyancy provided by the foam in the bladder is sufficient to support a crew member, and an oral inflation of the bladder provides the extra buoyancy needed to support another person.

Although the Beaufort lifejacket is easier to work in and more supportive than kapok, it is still fairly bulky. Now, in line with changes to lifeboat design, the RNLI is looking for a new lifejacket which provides the buoyancy needed, but is also light and comfortable to wear.

A lifeboatman wearing the current closed cell foam design



This material was originally compiled by the Design Council in collaboration with the RNLI. It was distributed as a poster with DESIGNING, the Design Council's magazine for secondary schools. The Design Council publishes a wide range of resources to support design education, including magazines, books, video and slide packs.

Naming Ceremonies

New lifeboats named and dedicated

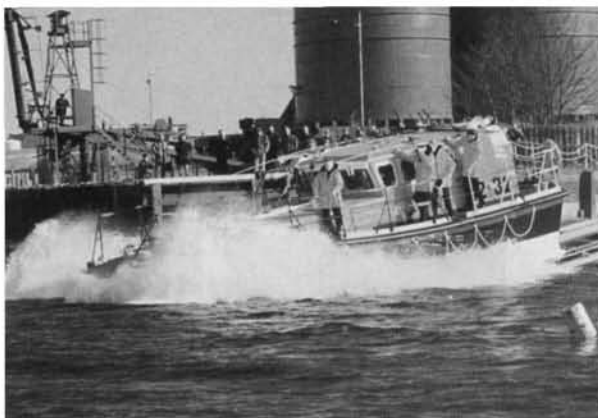
Berwick – Mersey

class *Joy and Charles Beeby*

Berwick might be in England – just – but when the day dawned for the town's new Mersey class lifeboat to be named, on 23 March 1993, it was as braw a morning as any in Scotland. The preparations for the afternoon ceremony at Carr Rock Pier were made in snow, sleet then rain accompanied by a biting wind which later blew hats away and threatened to send flags and bunting into the harbour.

However, nothing could deter the hundreds who turned out for the ceremony and to welcome HRH The Duchess of Kent who was to name the lifeboat. A posy of flowers was presented to the Duchess by Caroline Ross and Lynsay McColl, daughters of crew members, before Berwick station chairman Philip Hayle opened proceedings.

The lifeboat and a substantial proportion of boathouse conversion costs were funded from the bequest of Charles Beeby and the lifeboat is named in memory of him and his wife. Don Blyth, a friend of the Beeby family, officially presented the lifeboat to the RNLI. Mr Beeby had no maritime connections, but admired the work of lifeboat crews and



Berwick's new Mersey takes the plunge after her naming ceremony – photo Paul Russell

saw the gift of a lifeboat as a worthy way of perpetuating his wife's memory.

Raymond Cory, an RNLI deputy chairman, accepted the lifeboat on behalf of the Institution before passing it into the care of Captain Jim Jenkinson, honorary secretary for the Berwick station – who declared that the crew were delighted with their new lifeboat.

A service of dedication was led by the Reverend Jim Sherwan, vicar of Spittal, assisted by other local clergy, with the choir of Holy Trinity and St Mary church, accompanied by the band of The Duke of Kent's Royal Regiment of Fusiliers. A vote of thanks was delivered by Heather Morrison, chairman of Berwick-upon-

Workington – Tyne class *Sir John Fisher*

Workington has long awaited the naming ceremony for its lifeboat *Sir John Fisher* but the day finally came on 24 April 1993 – dawn bright and clear and remaining dry throughout the ceremony in spite of threatening rain clouds.

Guests were welcomed by Captain David Thomas, chairman of Workington station branch. The boat was handed over to Mr Michael Vernon, chairman of the RNLI by Mr Brian Robinson, chairman of the trustees of the Sir John Fisher Foundation. Captain Steve Worthington, station honorary secretary then accepted the lifeboat on behalf of Workington branch.

After Mrs D. Cowling, chairman of Workington ladies' guild had proposed a vote of thanks, a service of dedication was conducted by clergy representing the churches of Workington, led by the Venerable John Packer, Archdeacon of West Cumberland and assisted by Father Gregory Carroll, Canon Terence

Sampson and Captain Jim Curran.

Mrs Diane Meacock, trustee of the Sir John Fisher Foundation named the lifeboat *Sir John Fisher* before the boat was launched from the unique gantry crane.

Ready and waiting... *Sir John Fisher* slung from her impressive gantry during her naming ceremony – photo Jeff Morris



Tweed ladies' guild.

The Duchess spoke in a strong and deliberate voice, determined to triumph over the noise of the wind and the flapping of the awning and bunting. She spoke of the honour of being asked to name the lifeboat and explained how she had come to appreciate the pride each community feels for its station. Finally, the Duchess paid tribute to the generosity of the provider of the lifeboat, pushed the lever to send champagne splashing and named the life-

boat *Joy and Charles Beeby*.

The Duchess then met the crew and donned protective clothing before going aboard for a demonstration exercise. Later, the Duchess joined friends of the Beeby's, families of crew and station officials, supporters and other invited guests for tea and refreshments to round off a very special day for Berwick.

Kilkeel

– Atlantic 21 *Valerie Hull*

Kilkeel in Northern Ireland was the setting for the presentation and naming of a new lifeboat and the opening of a new lifeboat house on 8 May 1993.

Mervyn Hanna, chairman of Kilkeel branch, opened the proceedings and invited Cecil Baxter, president of the branch to declare the boathouse open. Acceptance of the boathouse was made by Wilson Ervin CBE, member of the Institution's committee of management.

The lifeboat and its capabilities were then described to the audience by Richard Perks, staff officer operations (general duties) and then Derek Hull, nephew of the donor Mrs M.C. Hull,

delivered the Atlantic 21 into the care of Robert Grimason, honorary secretary for Kilkeel station.

At the close of the service of dedication Clayton Love Jnr, a vice-president of the RNLI, proposed a vote of thanks to Mr Hull and invited TV personality Miss Wendy Austin to name the lifeboat *Valerie Hull*.

Cullercoats – Atlantic 21

Edmund and Joan White

More than 200 guests attended the handing over ceremony and service of dedication for the new Atlantic 21 at Cullercoats lifeboat station on 17 April 1993.

The lifeboat has been funded from a bequest by the late Mr Edmund White who lived in South Shields.

Doctor Tose, honorary medical adviser and chairman of Cullercoats lifeboat station branch welcomed everyone to the proceedings.

Mr Peter Stacey handed over the lifeboat on behalf of the donor to Gilbert Gray QC who accepted it on behalf of the committee of management of the Institution.

Mr Raymond Taylor, honorary secretary of Cullercoats station then accepted the lifeboat into the safekeeping of the station.

The service of dedication which followed was conducted by Reverend Graham Revett, assisted by Reverend Peter Graves and Reverend Father Aidan Pickering. The music was provided by The Brown Ale Band.

At the close of the service Mrs Pat Stracey named the lifeboat *Edmund and Joan White*.

Barmouth – Mersey class *Moira Barrie*

The cold, wet and windy weather did not dampen the enthusiasm and excitement of the invited guests and watching crowds gathered on the quay for the naming of Barmouth's new Mersey class lifeboat on 14 May 1993.

A substantial part of the cost of the lifeboat has been met from a bequest to the RNLI by the late Miss Moira Barrie of Broadway, Worcestershire and the lifeboat is named in her memory.

Miss Barrie was a staunch lifeboat supporter who served as honorary secretary for the Broadway ladies' guild between 1978 and 1989. She was awarded the silver badge in 1987 in recognition of all her hard work. With her sister Sheila, Moira Barrie also funded the D class lifeboat *Charlie B* which until recently was stationed at Tenby.

Other contributions which make up the balance of the cost of the lifeboat include legacies from the late Sylvia Roberts, Joan Wheeler and Marjorie Barber, together with gifts from the Civil Service Motoring Association, Frizzells Financial Services and the Royal Bank of Scotland.

Following the national anthems Emma, daughter of second coxswain Keith Allday, presented Miss Sheila

Barrie with a bouquet. After welcoming everyone Lt Cdr Nicky Richards, president of the Barmouth station, opened proceedings and George Rawlinson, deputy divisional inspector of lifeboats (west) described the lifeboat and her future role. Miss Barrie then handed over the lifeboat to Mr Michael Vernon, chairman of the RNLI, who in turn passed her into the care of Lt Colonel Colin Walker RM, honorary secretary for Barmouth station.

The service of dedication which followed was conducted by the Reverend Paul Flavell, Rector of Barmouth, assisted by the Reverend Robert Jones, Presbyterian Minister of Christchurch and Caersalem and the Reverend Roger Spencer, Roman Catholic Priest of St Tudwals, Barmouth.

At the close of the service Mr Glyn Williams, chairman of Barmouth lifeboat station, invited Miss Sheila Barrie to name the lifeboat. 'I am frightfully proud,' she said, 'to have my sister's name on the lifeboat, she never dreamt it would be possible'.

The crew later presented Miss Barrie with a painting of *Moira Barrie* which they had commissioned from Derek Scott, ex coxswain of The Mumbles.



Mr and Mrs Derek Hull, family of the Kilkeel lifeboat's donor go afloat after the naming ceremony – report on opposite page.

A breezy day in Barmouth as the station's Mersey class *Moira Barry* comes alongside. Neither rain nor wind could dampen the enthusiasm and ashore colourful umbrellas vied with the bunting!



Kilmore Quay – Mersey class *Mary Margaret*

Kilmore Quay's new Mersey class lifeboat was named *Mary Margaret* by Mrs Ann Miles, wife of the Director, at a special ceremony held in Kilmore Quay on 17 April 1993.

The newly reconstructed lifeboat house was opened by His Excellency Nikolai Ivanovich Kozyrev, Ambassador of Russia.

Following the national anthem by the Band of the Garda Siochana, Mr John Sutton welcomed the many guests.

In handing over the first Mersey class lifeboat to be stationed in Ireland, the

chairman of the RNLI, Mr Michael Vernon, praised the long tradition of voluntary service by lifeboat crew members at Kilmore Quay. He paid special tribute to Mr Denis Williams and Mary Margaret Williams whose legacy met a substantial proportion of the cost of the £680,000 lifeboat.

The cost of the reconstructed lifeboat house was met from a legacy to the RNLI by Mrs Eugenie Boucher who was a native of Penza in Russia. His excellency the Ambassador of Russia was a particularly welcome guest on this occa-

sion.

The new lifeboat was accepted into the care of the station by Mr Michael Kinneen.

The service of dedication was conducted by the Reverend Father James Cogley CC and Reverend Henry Keogh.

Following a vote of thanks proposed by Mrs Ann Kehoe, Mrs Ann Miles, wife of the director, named the new lifeboat *Mary Margaret*.

The lifeboat then launched for a demonstration of her capabilities with Coxswain John Devereux at the helm.

LIFEBOAT SERVICES

- Aberdeen, Grampian**
52ft Arun ON1050: Jan 23
- Aberdovey, Gwynedd**
Atlantic 21: Feb 11
- Abersoch, Gwynedd**
Atlantic 21: Nov 8 and 29
- Aberystwyth, Dyfed**
C class: Nov 12 and 14
- Aith, Shetland**
52ft Arun ON1100: Dec 3 and Jan 16
- Aldeburgh, Suffolk**
D class: Dec 6 and 23
- Alderney, Channel Islands**
44ft Waveney ON1045: Nov 1, 5, 8, 14, Jan 28 and Feb 23
- Amble, Northumberland**
44ft Waveney ON1004: Jan 29
Relief 44ft Waveney ON1001: Nov 13
- Angle, Dyfed**
47ft Tyne ON1114: Dec 6, 13 and Feb 13
- Anstruther, Fife**
12m Mersey ON1174: Nov 8 and Jan 23
- Appledore, North Devon**
47ft Tyne ON1140: Nov 23, 29 and 30
Atlantic 21: Dec 6 and Jan 12
- Arbroath, Tayside**
37ft 6in Rother ON1054: Feb 20
- Arklow, Co Wicklow**
Relief 44ft Waveney ON1005: Nov 14
- Arran (Lamlash), Strathclyde**
C class: Nov 6 and Jan 20
- Arranmore, Co Donegal**
47ft Tyne ON1111: Nov 1, 4, Jan 2, 3 and 14
- Atlantic College (St Donat's Castle), South Glamorgan**
Atlantic 21: Feb 18
- Ballycotton, Co Cork**
52ft Arun ON1067: Feb 24
Relief 52ft Arun ON1150: Nov 20, Dec 24, Jan 25, 28, Feb 11 and 16 twice
- Baltimore, Co Cork**
47ft Tyne ON1137: Jan 28 and Feb 8
- Ballyglass, Co Mayo**
52ft Arun ON1159: Feb 13
- Bangor, Co Down**
Atlantic 21: Nov 25, 28, Dec 8, 31, Jan 21, 28, 29, 30, 31, Feb 3 and 6
- Barra Island, Western Isles**
52ft Arun ON1143: Dec 19, Jan 26 and Feb 17
- Barrow, Cumbria**
47ft Tyne ON1117: Nov 7, Dec 10, Jan 13 and Feb 7
- Barry Dock, South Glamorgan**
52ft Arun ON1018: Nov 22, Jan 1 (twice), 7, 10, 15, 24, 25, 31, Feb 15 (twice) and 28
- Beaumaris, Gwynedd**
Atlantic 21: Nov 7, Dec 12, 17, Jan 22, 23, 30, Feb 13, 16, 25, 26 and 28
- Bembridge, Isle of Wight**
47ft Tyne ON1126: Nov 11, Dec 19 and Feb 15
D class: Dec 29
- Berwick-upon-Tweed, Northumberland**
Atlantic 21: Jan 7
- Blackpool, Lancashire**
D class: Nov 8, 15 (twice), and Dec 2 (twice)
- Blyth, Northumberland**
44ft Waveney ON1079: Dec 14, Jan 28 and Feb 24
- Bridlington, Humberside**
12m Mersey ON1124: Nov 24, 28, Dec 21, 31 and Jan 14
Relief 12m Mersey ON1184: Feb 7
D class: Nov 24 (twice)
- Brighton, East Sussex**
Atlantic 21: Nov 8, 14, 16, 20, 29, Dec 13 (twice), 19, 30, Jan 11 and Feb 5
- Broughty Ferry (Dundee), Tayside**
52ft Arun ON1056: Dec 13, 31 and Jan 13
D class: Nov 29, Dec 13, 31 and Jan 13
- Buckie, Grampian**
52ft Arun ON1093: Nov 12
Relief 52ft Arun ON1062: Dec 26, Jan 16 and Feb 4
- Bude, Cornwall**
D class: Nov 29
- Calshot, Hampshire**
33ft Brede ON1104: Nov 1, 22, Dec 13 and Jan 19
- Campbeltown, Strathclyde**
52ft Arun ON1059: Nov 26 and Dec 16
- Cardigan, Dyfed**
C class: Nov 27
- Clacton-on-Sea, Essex**
Atlantic 21: Nov 4, 21, Dec 20, Feb 2 and 24
D class: Nov 21
- Clifden, Co Galway**
C class: Feb 19
- Clogher Head, Co Louth**
37ft Oakley ON978: Jan 27
- Conwy, Gwynedd**
D class: Nov 22, Dec 5 and Jan 18
- Criccieth, Gwynedd**
C class: Nov 29
- Cromer, Norfolk**
47ft Tyne ON1097: Dec 5
- Cullercoats, Tyne and Wear**
Atlantic 21: Nov 19, 26, Feb 6 and 18
- Donaghadee, Co Down**
52ft Arun ON1107: Nov 27, Dec 31, Jan 28, 29, 31 and Feb 10
- Douglas, Isle of Man**
47ft Tyne ON1147: Feb 18
- Dover, Kent**
50ft Thames ON1031: Nov 22, 25, Dec 5, 13, Jan 2, 30, Feb 15 and 28
- Dunbar, Lothian**
48ft 6in Solent ON1020: Feb 25
- Dungeness, Kent**
12m Mersey ON1186: Nov 1, 16 (twice), Dec 8, 15, 30 and Feb 12
- Dun Laoghaire, Co Dublin**
44ft Waveney ON1036: Nov 6, 14 and 20
D class: Nov 6, Dec 15, Jan 10 and Feb 25
- Dunmore East, Co Waterford**
44ft Waveney ON1035: Dec 15 and Jan 22
- Eastbourne, East Sussex**
37ft 6in Rother ON1055: Nov 9, Dec 22 and Feb 17
Relief 37ft 6in Rother ON1064: Dec 16
D class: Nov 20, 22, 24 Dec 4, 16, 17 and Jan 8
- Exmouth, South Devon**
33ft Brede ON1088: Feb 22
D class: Dec 3, 17, Feb 8 and 22
- Eyemouth, Borders**
44ft Waveney ON1026: Dec 12, Jan 7 and Feb 2
Relief 44ft Waveney On 1001: Feb 18
- Falmouth, Cornwall**
52ft Arun ON1058: Feb 28
Relief 52ft Arun ON1086: Nov 17 and 19
Atlantic 21: Nov 19, Jan 1 and Feb 22
- Filey, North Yorkshire**
12m Mersey ON1170: Nov 13, 30, Jan 14, 21, Feb 7 and 14
- Fishguard, Dyfed**
52ft Arun ON1076: Nov 21, 27, Dec 13, Jan 23 and Feb 27
- Flamborough, Humberside**
37ft Oakley ON972: Nov 24, Jan 14 and 27
- Fleetwood, Lancashire**
47ft Tyne ON1156: Nov 5, Dec 1, 2, 30, Jan 6, and Feb 7 (three times)
D class: Feb 7 (twice), 12 and 15
- Flint, Clwyd**
D class: Nov 5, 7, 20 (twice), 23, Dec 4 and 6
- Fowey, Cornwall**
44ft Waveney ON1028: Dec 16, Jan 17 and Feb 7
- Fraserburgh, Grampian**
47ft Tyne ON1109: Feb 18
- Galway Bay, Co Galway**
52ft Arun ON1118: Nov 15, 17, 22, Dec 11, 23, 24, 26, 27, Jan 3, 19, 30, Feb 21 and 26
- Girvan, Strathclyde**
33ft Brede ON1105: Jan 23
- Great Yarmouth and Gorleston, Norfolk**
44ft Waveney ON1065: Nov 6, 11, 18, 25, Dec 2 and Jan 19
Atlantic 21: Nov 11, 28, Dec 11 (twice), 25, Jan 3 (twice), 15, Feb 11 and 21
- Hartlepool, Cleveland**
44ft Waveney ON1044: Nov 30, Dec 12, Jan 21, 22, Feb 6, 23 and 28
Atlantic 21: Nov 7, 30 and Dec 12
- Harwich, Essex**
44ft Waveney ON1060: Dec 6, 18 and Feb 7 (twice)
Relief 44ft Waveney ON1002: Nov 14 and 21
Atlantic 21: Nov 1 (twice), 8, 14 (twice), 30, Dec 6, 29, Jan 7, 8, Feb 6, 7, 11, 13 and 20
- Hastings, East Sussex**
12m Mersey ON1125: Nov 27, 28 (twice), Dec 3, 11, Feb 13 and 21
D class: Nov 28, Dec 10, 22, Jan 1, 3, 27 and Feb 21
- Hayling Island, Hampshire**
Atlantic 21: Nov 1, 12, 29, Jan 24, Feb 6 (twice), 21 and 27 (twice)
- Helensburgh, Strathclyde**
Atlantic 21: Nov 22, 29, Jan 10 and 25
- Holyhead, Gwynedd**
47ft Tyne ON1095: Nov 21, Jan 26 and Feb 9
D class: Feb 9
- Howth, Co Dublin**
52ft Arun ON1113: Jan 2 (twice), 3 and 25
Relief 52ft Arun ON1108: Feb 18
- Hoylake, Merseyside**
12m Mersey ON1163: Nov 5, 14, 21, Dec 6, 24, Jan 23, and Feb 7 (twice)

NOVEMBER AND DECEMBER 1992, JANUARY AND FEBRUARY 1993

- Humber**, Humberside
52ft Arun ON1123: Nov 8, 21, Dec 10, 19, 24, 27, Feb 5, 7, 20 and 28
- Hunstanton**, Norfolk
Atlantic 21: Nov 2, Jan 7 and 17
- Ilfracombe**, North Devon
12m Mersey ON1165: Nov 7
D class: Nov 7 and 15
- Invergordon**, Highland
44ft Waveney ON1033: Dec 16 and Feb 10
- Islay**, Strathclyde
50ft Thames ON1032: Nov 1
Relief 52ft Arun ON1071: Nov 28
- Kilmore Quay**, Co Wexford
12m Mersey ON1187: Feb 9 and 10
- Kinghorn**, Fife
C class: Nov 8, 11, 15, Dec 13 (twice), 28 and Feb 22
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: Feb 3
- Kirkwall**, Orkney
52ft Arun ON1135: Nov 20, 27 and Jan 17
- Kilkeel**, Co Down
Atlantic 21: Feb 19
- Largs**, Strathclyde
Atlantic 21: Nov 4, 8, Dec 6, Jan 19 and 23
- Lerwick**, Shetland
Relief 52ft Arun ON1057: Dec 10, Jan 5, 7 and 17
- Littlehampton**, West Sussex
Atlantic 21: Nov 3, 9, 13, 22, Dec 4 and 21
- The Lizard**, Cornwall
47ft Tyne ON1145: Nov 5
- Llandudno** (Orme's Head), Gwynedd
12m Mersey ON1164: Nov 15 and Jan 23
D class: Nov 19, Dec 13 and 14
- Lochinver**, Highland
52ft Arun ON1144: Feb 12
- Longhope**, Orkney
47ft Tyne ON1138: Jan 3 and Feb 12
- Lowestoft**, Suffolk
47ft Tyne ON1132: Nov 4 and Dec 9
- Lyme Regis**, Dorset
Atlantic 21: Feb 23
- Lymington**, Hampshire
Atlantic 21: Nov 1, 15, 20 and Feb 9
- Lytham St Annes**, Lancashire
47ft Tyne ON1155: Nov 8
D class: Nov 5, Jan 3 and 22
- Mallaig**, Highland
52ft Arun ON1078: Nov 1, 7, 12, 23, 25, Dec 28, Jan 26, 29, Feb 6 and 7
Relief 5ft Arun On 1103: Jan 12
- Margate**, Kent
12m Mersey ON1177: Nov 22, Dec 26 and Jan 31
- Minehead**, Somerset
Atlantic 21: Jan 10 (twice) and 25
- Montrose**, Tayside
47ft Tyne ON1152: Jan 29
- Morecambe**, Lancashire
D class: Jan 3 and Feb 26
- Mudford**, Dorset
Atlantic 21: Nov 1, 5, 21, 22 (twice), Jan 4, 9, 16 and 23
- The Mumbles**, West Glamorgan
47ft Tyne ON1096: Jan 1, 22 and 28
Relief 47ft Tyne ON1142: Nov 11
D class: Jan 15, 28, 29, Feb 7 and 17
- Newbiggin**, Northumberland
Atlantic 21: Nov 23 and Dec 14
- New Brighton**, Merseyside
Atlantic 21: Nov 16 (twice), 21 (twice), 30, Dec 6, 19, 26, Jan 7, 23, Feb 7 (twice) and 14
- Newhaven**, East Sussex
52ft Arun ON1106: Nov 15, Dec 31, Jan 22, Feb 6, 8 and 23
- Newquay**, Cornwall
C class: Dec 25, Jan 15, Feb 12 (twice), 13 and 16
- North Berwick**, Lothian
D class: Nov 8
- Oban**, Strathclyde
33ft Brede ON1102: Nov 6, 17, Dec 3, 4, 5 (twice), 13, 17, 20, 23, Jan 4 and 10
Relief 33ft Brede On 1101: Feb 13, 27 and 28 (twice)
- Padstow**, Cornwall
47ft Tyne ON1094: Nov 23, 29 (twice), Dec 21, 24, Jan 4, Feb 22 and 27
- Peel**, Isle of Man
12m Mersey ON1181: Nov 30
- Penarth**, South Glamorgan
D class: Nov 1, Dec 31, Feb 1, 7, 15, 16 and 21 (twice)
- Penlee**, Cornwall
52ft Arun ON1085: Nov 28
- Peterhead**, Grampian
47ft Tyne ON1127: Dec 18, Jan 27 and Feb 19
- Plymouth**, South Devon
52ft Arun ON1136: Nov 30, Dec 1, 30, Jan 2, 18, 25, 26, Feb 10 and 19
- Poole**, Dorset
33ft Brede ON1089: Nov 6, 14 (three times), 17, 25 and Dec 28
Boston Whaler: Nov 6, 14, 17, 21 (twice), Dec 5, 20, 28, 31, Jan 10 and Feb 11
- Portaferry**, Co Down
Atlantic 21: Nov 4, Dec 17, Jan 17, 21, Feb 7, 22 and 24
- Porthcawl**, Mid Glamorgan
D class: Jan 1, 9, 24 and Feb 18
- Portpatrick**, Dumfries and Galloway
47ft Tyne ON1151: Dec 6, 11 and Jan 30
Relief 47ft Tyne ON1146: Nov 8
- Portrush**, Co Antrim
52ft Arun ON1070: Jan 21 and Feb 6
- Portsmouth** (Langstone Harbour), Hampshire
Atlantic 21: Nov 1, 4, Dec 10, Jan 2, 16, 24 and 31 (twice)
D class: Nov 4, 8 and Jan 2
- Port St Mary**, Isle of Man
54ft Arun ON1051: Nov 2
- Pwllheli**, Gwynedd
12m Mersey ON1168: Jan 8
- Queensferry**, Lothian
Atlantic 21: Nov 11, 15, Dec 7, Jan 26, Feb 4 and 13
- Ramsey**, Isle of Man
12m Mersey ON1171: Dec 13, 30 and Jan 4
- Ramsgate**, Kent
47ft Tyne ON1154: Nov 1, 10, Dec 8 and Jan 6
Atlantic 21: Nov 28 and Jan 24
- Red Bay**, Co Antrim
C class: Dec 6 (three times) and Jan 27
- Redcar**, Cleveland
Atlantic 21: Nov 6, Dec 2, 13, Jan 3 and Feb 15
- Rhyl**, Clwyd
12m Mersey ON1183: Dec 9
- Rosslare Harbour**, Co Wexford
12m Mersey ON1092: Dec 4
- St Abbs**, Borders
Atlantic 21: Feb 7
- St Catherine**, Channel Islands
Atlantic 21: Nov 24, 28 and Jan 26
- St Helier**, Channel Islands
47ft Tyne ON1157: Jan 31
- St Ives**, Cornwall
12m Mersey ON1167: Jan 14, Feb 7, 12 and 16
Relief 12m Mersey ON1162: Nov 29 and Dec 22
C class: Jan 7
- St Mary's**, Isles of Scilly
52ft Arun ON1073: Feb 19
- St Peter Port**, Channel Islands
Relief 52ft Arun ON1108: Dec 6 (twice) and 8
- Salcombe**, South Devon
47ft Tyne ON1130: Jan 23
- Scarborough**, North Yorkshire
12m Mersey ON1175: Jan 9 and 25
- Selsey**, West Sussex
47ft Tyne ON1074: Nov 7
Relief 47ft Tyne ON1075: Jan 20
- Sennen Cove**, Cornwall
12m Mersey ON1176: Nov 3, Dec 2 and Feb 19
- Sheerness**, Kent
44ft Waveney ON1027: Nov 1, 13, 23, 26, Dec 6, Jan 1, 13 (twice), 18, Feb 7 (twice), 12 and 13
D class: Nov 11, 12, 13, 16, 27, 29, Dec 20, 23, Jan 11, 13, 17, 18, 24, Feb 8, 12 and 27
- Sheringham**, Norfolk
Atlantic 21: Jan 1 and 29
- Shoreham Harbour**, West Sussex
47ft Tyne ON1158: Dec 31
Relief 47ft Tyne ON1075: Nov 9 and 19
D class: Nov 29
- Silloth**, Cumbria
Atlantic 21: Jan 13
- Skegness**, Lincolnshire
12m Mersey ON1166: Nov 15, Dec 27 and Jan 5 (twice)
- Skerries**, Co Dublin
D class: Jan 9 and 31
- Southend-on-Sea**, Essex
D class: Nov 1, 3, 22, 26, Dec 5, 27, Jan 2 and 9
Atlantic 21: Nov 1, 22, Dec 2, 5, 6 (twice), 12 (twice), 28, Jan 1, 2 and 13 (twice)

Lifeboat Services
November and December 1992
January and February 1993
The services listed are those for which returns had been received at Headquarters by 26 May 1993. There may be additional services for which returns had not been received by that date.

Around the Fundraising Regions

branches and guilds in the Scotland and Northern Ireland regions

SCOTLAND

RNLI

Bellevue House
Hopetoun Street
Edinburgh EH7 4ND
Tel 031-557 9171
Fax 031-557 6943
Organising Secretary:
David Richardson

Aberdeenshire

Aberdeen – Branch
Aberdeen – Guild
Banchory
Bride of Don
Dyce
Ellon
Fraserburgh – Branch
Fraserburgh – Guild
Inverurie and District
Newburgh on Ythan
Peterhead – Branch
Peterhead – Guild
Upper Deeside
Westhills

Angus

Arbroath – Branch
Arbroath – Guild
Brechin
Carnoustie
Dundee – Branch
Dundee – Guild
Forfar
Kirriemuir
Montrose – Branch
Montrose – Guild

Argyllshire

Ardrishaig
Campbeltown – Branch
Campbeltown – Guild
Dunoon – Branch
Dunoon – Guild
Isle of Islay – Branch
Isle of Islay – Guild
Lochgoil
North Mull
Oban – Branch
Oban – Guild
Ross of Mull and Iona
Tarbert
Tighnabruaich – Branch
Tighnabruaich – Guild
Tobermory
West Ardnamurchan

Ayrshire

Ardrossan – Branch

Ardrossan – Guild
Ayr
Girvan – Branch
Girvan – Guild
Irvine
Kilmarnock
Kilwinning
Largs – Branch
Largs – Guild
Prestwick
Skelmorlie
Stewarton
Troon – Branch
Troon – Guild
West Kilbride and Seamill

Banffshire

Buckie – Branch
Buckie – Guild
Cullen, Royal Burgh of
Macduff – Branch
Macduff – Guild
Portsoy
Whitehills

Berwickshire

Burnmouth
Coldstream
Duns and District
Eyemouth – Branch
Eyemouth – Guild
St Abbs

Buteshire

Isle of Arran – Branch
Isle of Arran – Guild
Isle of Bute
Millport

Caithness

Bonar Bridge and Ardgay
Lybster
Thurso
Wick – Branch
Wick – Guild

Clackmannanshire

Alloa and Hillfoots
Dollar

Dumfries-shire

Annan
Dumfries
Langholm and District
Mid Annandale
Moffat and Beattock
Sanquhar

Dunbartonshire

Cove and Kilcreggan
Dumbarton
Helensburgh – Branch

Helensburgh – Guild
Kirkintilloch, Lenzie and
District
Vale of Leven

East Lothian

Cockenzie and Port Seton
Dunbar – Branch
Dunbar – Guild
Gullane
Haddington
Longniddry
North Berwick – Branch
North Berwick – Guild

Fife

Aberdour
Anstruther – Branch
Anstruther – Guild
Buckhaven and Methil
Burntisland
Crail and Kingsbarns
Cupar
Dalgety Bay
Dunfermline
Elie and Earlsferry
Glenrothes
Inverkeithing – Branch
Inverkeithing – Guild
Kinghorn – Branch
Kinghorn – Guild
Kirkcaldy
Lundin Links and Largo
Pittenweem
Rosyth
St Andrews

Inverness-shire

Barra Isle
Fort Augustus
Fort William
Inverness – Branch
Inverness – Guild
Mallaig – Branch
Mallaig – Guild
Plockton and District
Portree – Branch
Portree – Guild
Skye, Isle of

Kincardineshire

Inverbervie and District
Stonehaven

Kinross-shire

Kinross

Kirkcudbrightshire

Kippford – Branch
Kippford – Guild
Kirkcudbright – Branch
Stewartry of Kirkcudbright

Lanarkshire

Airdrie
Bellshill and Mossend
Biggar
Campsie
Carluke
Carnwath
Coatbridge
Crawford and Elvanfoot
Cumbernauld
East Kilbride
Glasgow – Branch
Glasgow – Guild
Hamilton – Branch
Hamilton – Guild
Lanark
Larkhall
Motherwell – Branch
Motherwell – Guild
Strathaven
Wishaw

Midlothian

Edinburgh – Branch
Edinburgh – Guild
Edinburgh – Shop

Morayshire

Burghead
Elgin
Findhorn and Kinloss
Forres
Hopeman
Lossiemouth

Nairnshire

Nairn – Branch
Nairn – Guild

Orkney Islands

Eday
Kirkwall
Longhope – Branch
Longhope – Guild
North Ronaldsay
Orkney Mainland
Papa Westray
Rousay and Wyre
Sanday
Stromness – Branch
Stromness – Guild

Branches and guilds from the Scotland and Northern Ireland Fundraising regions are listed under the names and addresses of Regional Offices. 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 or Organising Secretary in their region.

Stronsay
Westray

Peebles-shire
Peebles

Perthshire
Atholl and District
Auchterarder
Blairgowrie
Crieff
Perth
Strathmore

Renfrewshire
Gourock – Branch
Gourock – Guild
Greenock
Inverkip
Lochwinnoch
Paisley – Branch
Paisley – Guild
Port Glasgow
Renfrew – Branch
Renfrew – Guild

Ross-shire
Alness
Chanonry
Cromarty and Resolis
Dingwall – Branch
Dingwall – Guild
Gairloch
Harris (Isle of)
Invergordon – Station
Branch
Invergordon – Branch
Lochcarron
North Kessock – Station
Branch
North Kessock – Branch
Stornoway – Branch
Stornoway – Guild
Tain
Ullapool & Lochbroom

Roxburghshire
Hawick and Denholm
Jedburgh
Kelso
Melrose

Selkirkshire
Galashiels
Selkirk

Shetland
Aith – Branch
Aith – Guild
Brae
Lerwick – Branch
Lerwick – Guild

Stirlingshire
Bridge of Allan
Denny and Dunipace
Falkirk
Grangemouth
Larbert

Polmont
Stirling – Branch
Stirling – Guild
Strathendrick
Trossachs

Sutherland
Helmsdale
Lochinver – Branch
Lochinver – Guild

West Lothian
Bathgate
Bo'ness
Linlithgow
Livingston
Queensferry – Branch
Queensferry – Guild

Wigtownshire
Newton Stewart
Portpatrick – Branch
Portpatrick – Guild
Stranraer – Branch
Stranraer – Guild
Whithorn, Isle of
Wigtown

NORTHERN IRELAND

RNLI
33 Saintfield Road
Belfast BT8 4AF
Tel (0232) 645645
Fax (0232) 642083
Regional Manager:
Mrs M. E. Duffin

Co Antrim
Antrim
Ballycastle
Ballyclare
Ballymena
Ballymoney
Belfast
Belfast Junior
Carrickfergus
Glens Lifeboat Guild
Larne
Lisburn
Newtownabbey
Portrush – Branch
Portrush – Guild
Red Bay
Whitehead

Co Armagh
Armagh
Lurgan
Markethill
Portadown
Tandragee

Co Down
Ardglass
Ballynahinch
Banbridge
Bangor – Branch
Bangor – Guild
Cloughie/Portavogie
Comber
Donaghadee – Branch
Donaghadee – Guild
Downpatrick
Dromore
Holywood
Kilkeel
Killyleagh
Newcastle
Newtownards
Portaferry – Branch
Portaferry – Guild
Rathfriland
Saintfield
Warrenpoint/Rostrevor

Co Fermanagh
Enniskillen

Co Londonderry
Bellaghy
Coleraine
Draperstown
Kilrea, Garvagh and
Rasharkin
Limavady
Londonderry
Maghera
Magherafelt/Castledawson/
Moneymore
Portstewart
Tobermore

Co Tyrone
Castleberg
Cookstown
Dungannon
Omagh
Strabane

Branches listed in previous issues of The Lifeboat

South East Region – Autumn 1992
RNLI, River House, Bell Lane, Uckfield, Sussex TN22 1AE
Telephone: (0825) 761466 Fax: (0825) 768093
Regional Manager: M.J. Ashley

North West Region – Autumn 1992
RNLI, 18 Half Edge Lane, Eccles, Manchester M30 9GJ
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

Southern England – Spring 1993
RNLI, 17 Cobham Road, Ferndown, Wimborne, Dorset BH21 7PE
Telephone: (0202) 861166 Fax: (0202) 861116
Regional Manager: Mrs E. W. Nelson

Republic of Ireland – Spring 1993
RNLI, 15 Windsor Terrace, Dun Laoghaire Co Dublin
Telephone: (010 353 1) 2845050 Fax: (010 353 1) 2845052
National Organiser: J. Cavanagh

Southern and Central regions

With effect from 1 September 1993 adjoining regions will be expanded to incorporate branches and guilds at present in Southern and Central regions, which will no longer exist as separate regions. The Autumn issue of THE LIFEBOAT will list the branches concerned and their new regions.

Naming Ceremonies – continued from page 55

Relief Fleet – Atlantic 75 *Susan Peacock*

Wednesday 21 April 1993 saw the naming of the first of a new inshore lifeboat design, the Atlantic 75. Developed from the highly successful Atlantic 21 which has been in operation since 1972, the name is derived from its length of nearly 7.5m.

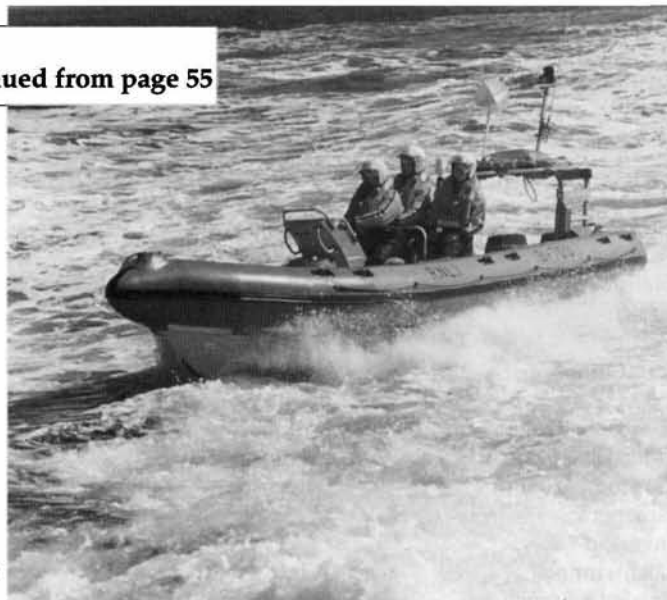
The cost of this prototype, which will be used in the RNLI relief fleet, has been covered by the fundraising efforts of the staff of the cash and carry wholesalers Nurdin and Peacock whose contribution was matched by the company itself. The company's honorary president and former chairman, Michael Peacock CBE named the lifeboat after his wife.

At the ceremony, which took place at the Institution's Poole depot, Alan Eaton, former general manager of Nurdin and Peacock Keynsham branch, handed over the lifeboat into the care of the RNLI. Mr Roly Franks, chairman of the RNLI Boat and Shoreworks Committee, accepted the lifeboat into the relief fleet and Richard Perks, the Institution's staff officer described the lifeboat and its future role:

A service of dedication then followed, conducted by the Reverend Stanley Holbrooke-Jones, rector of Poole.

Mr Michael Peacock and his wife were then invited to name the lifeboat *Susan Peacock*.

Susan Peacock, the first of the new Atlantic 75s, is put through her paces shortly before her naming ceremony. The new '75', a direct development of the Atlantic 21, will gradually replace the 21.



Blackpool – D class *RJM*

The second D class lifeboat to be funded by Stockport South East branch was handed over and dedicated at a ceremony held on 18 April 1993.

The chairman of Blackpool station branch, Mrs Zena Burslem, welcomed everyone and expressed the warm gratitude of everyone in Blackpool to the good people of Stockport who had generously funded a second lifeboat. There was now a close bond of friendship between the two communities.

The boat, named *RJM* at the request

of a generous Stockport businessman, was handed over by the chairman of Stockport South East branch, Stuart Helm. It was received by Donald Redford CBE DL, vice president of the Institution. The station honorary secretary, Roland Darbyshire then accepted the lifeboat into the safe-keeping of the station.

A service of dedication was conducted by Canon Richard Impey who spoke of the close links in the RNLI between crews and fundraisers. He expressed the belief that this relationship was one of the great strengths of the organisation.

LIFEBOAT SERVICES

November and December
1992, January and
February 1993

Continued from page 57

Southwold, Suffolk

Atlantic 21: Nov 3 and Feb 11

Stornoway (Lewis), Western Isles

52ft Arun ON1098: Nov 2, Dec 23, Jan 11 and 12

Stromness, Orkney

52ft Arun ON1099: Jan 11 and Feb 10

Sunderland, Tyne and Wear

44ft Waveney ON1043: Nov 29, Dec 5, 13 and 23

D class: Nov 24

Swanage, Dorset

12m Mersey ON1182: Nov 24 and Dec 15

Teesmouth, Cleveland

47ft Tyne ON1110: Dec 2, 14, 29, Feb 23 and 28 (twice)

Tenby, Dyfed

47ft Tyne ON1112: Nov 16, Dec 6, Feb 18 and 28

Relief 47ft Tyne ON1142: Jan 22 and 27

D class: Nov 19, Jan 16 and 24

Teignmouth, Devon

Atlantic 21: Nov 8, Feb 9 (twice), 16 and 23

Thurso, Highland

52ft Arun ON1149: Dec 12 and Feb 13

Tobermory, Strathclyde

54ft Arun ON1052: Dec 7

Relief 52ft Arun ON1077: Dec 28, Jan 26 and Feb 28 (three times)

Torbay, South Devon

54ft Arun ON1037: Nov 1, 7, 22, 26 and Dec 18

Relief 52ft Arun ON1086: Feb 15

D class: Feb 14

Trearddur Bay, Gwynedd

D class: Feb 9 (twice)

Troon, Strathclyde

52ft Arun ON1134: Nov 9, 21, Feb 6 and 26

Tynemouth, Tyne and Wear

52ft Arun ON1061: Nov 7, Dec 17, Jan 16, 21, Feb 8, 27 and 28

D class: Nov 7 and Feb 27

Valentia, Co Kerry

52ft Arun ON1082: Dec 18 and Jan 2

Walmer, Kent

Atlantic 21: Jan 2

Walton and Frinton, Essex

48ft 6in Solent ON1012: Feb 8 and 17

Relief 48ft 6in Solent ON1019: Nov 21 and 22

Wells, Norfolk

12m Mersey ON1161: Dec 24 and Feb 17

West Kirby, Merseyside

D class: Nov 20, 23, 25, Dec 1, 24, Jan 8, 28, Feb 3 and 21

West Mersea, Essex

Atlantic 21: Nov 11, 23, 25, Dec 13, 15

(twice), 21, 24, Jan 1, 12, 14, 18, 21, 23, 24, 25, Feb 19, 20 and 21

Weston-super-Mare, Avon

Atlantic 21: Nov 7, 17 and Feb 15

D class: Jan 17, Feb 15 and 16

Weymouth, Dorset

Relief 54ft Arun ON1160: Nov 29, Jan 2, 13 and Feb 4

Whitby, North Yorkshire

47ft Tyne ON1131: Dec 18, 29, Jan 26 and Feb 20

Relief 47ft Tyne ON1122: Nov 10 and Dec 2

D class: Feb 20

Whitstable, Kent

Atlantic 21: Nov 25, 29, Dec 6, 7, Jan 12, 26 and Feb 8

Wick, Highland

47ft Tyne ON1121: Jan 12 and Feb 10

Wicklow, Co Wicklow

Relief 47ft Tyne ON1115: Jan 27 and Feb 1

Withernsea, Humberside

D class: Nov 10

Workington, Cumbria

47ft Tyne ON1141: Jan 13

Yarmouth, Isle of Wight

52ft Arun ON1053: Nov 22, Dec 19 and 21

Relief 52ft Arun ON1108: Dec 28 and Jan 2

Youghal, Co Cork

Atlantic 21: Dec 2

Lifeboats on Passage

44ft Waveney On 1005: Nov 4

YOUR LETTERS



Enthusiastic thank-you

I would like to use *THE LIFEBOAT* to say a big thank you to the coxswains and crews of the lifeboat stations around our coast for making lifeboat enthusiasts so welcome and showing such hospitality and interest when they visit them.

I have been interested in the good work of the RNLI since the age of 14 when I used to visit the Plymouth lifeboat station on a Saturday morning and help to clean the Barnett class lifeboat.

I have been a Shoreline member for a number of years and when on holiday I always make a point of visiting the nearest lifeboat station.

Last year, whilst in Ireland, I visited Baltimore and was shown around the Courtmacsherry Solent. I also received a Christmas card from Coxswain O'Mahony.

I have also visited Brixham, Poole, Berwick, Dunbar, Oban, Portpatrick and Kirkcudbright lifeboat stations and have always found the crews to be very friendly, helpful and interesting.

I would like to add that I find *THE LIFEBOAT* journal very interesting and addictive reading – it's a pity we have to wait three months for the next issue.

M. Hannah,
Plymstock, Devon.

Passing them on...

I wonder if members of other branches and guilds follow our practice when we have finished with *THE LIFEBOAT*?

We continue to leave copies in most of the local doctors' and dentists' waiting rooms, together with the odd opticians and vets, in the hope that some casual readers will be inspired to join the RNLI. They must make a change from 3-year-old copies of women's magazines!

J. Dodds,
Darlington.

...and on

I have just finished reading the latest issue and it was as exciting and interesting as always.

It may not have occurred to your readers that after they have finished with each issue it could be taken to their local doctors' surgery. They always welcome magazines and this would give some good publicity to the RNLI.

As a 70-year-old I feel one can never overestimate the ignorance of the general public – people often know nothing of the RNLI and lightly assume that 'the Government pays for it'.

Mrs D.M. Burrell,
Corsham, Wilts.

Who was that man?

Before the terrible lifeboat disaster in 1928 at Rye Harbour I used, as a school boy, to lend a hand in launching and retrieving the lifeboat on its annual practice launch in August, receiving a whole shilling for doing so!

I was told that the then Officer in Charge of the lifeboat lived on the hill at Udimore, near Rye. When the boat was called out he would be telephoned and would then ride his horse in a direct line from Udimore to the boathouse, which still stands on the beach one-and-a-quarter miles from Rye Harbour.

The ride included crossing the railway line and its fences, swimming the Royal Military Canal and then crossing fields, dykes, shingle and along Shrimpers Way to the remote building on the shore – a straight distance of about two miles. Some ride on a dark stormy night.

I have often wondered who this gentleman was. Can any of your readers give him a name?

J.W.H. Watts,
Woodmancote, Glos.

Who saved the Queen?

I was reading in a 1944 periodical about the history of the New Brighton lifeboat *Queen*. She had a water turbine propulsion system, and was involved in services which saved a total of 220 lives. Later she was sold for service in West Africa, about 1923.

It would be interesting to know the final story of the *Queen* or is she still lying in a muddy estuary of the Niger, or some other river?

D.H. Dixon,
Knutsford, Cheshire

Helping Hand

Information required...

A special prayer

I am writing to ask if your readers can help me in my search for prayers that were written for a specific purpose, for example the Lifeboat Prayer, the Trawler Skipper's prayer, the Lighthouse Keeper's prayer, or any other connected to sea, ship or crew. Having retired I now have time to put together an anthology of prayers of the above kind.

I would be pleased if readers could send me any prayer suitable for this anthology.

J. Murphy,
The Cottage, Innings Lane,
Little Frieth, Henley-on-Thames,
Oxon RG9 6NR

Ed Note. We have supplied Mr Murphy with a copy of the Lifeboat Prayer.

Site unseen

Having recently become permanently disabled and having some spare time on my hands, I have decided to research, locate and photograph the burial sites, where known, of all RNLI Gold medal winners since the award's inception.

Could any of your readers assist me in this project? Should there be enough material in this venture for a publication, I intend that 50% of proceeds from sales would go to the RNLI.

Any information, no matter how vague, press cuttings and photographs would be more than welcome.

D. Harvey,
c/o 15 Summer Road,
Molesey, Surrey KT8 9LX

**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**

PAST...AND...PRESENT

40 years ago

Today's lifeboatmen

From THE LIFEBOAT of 1953

In an issue which reports the capsizing of a modern fast lifeboat it is interesting to read the remarks of the then Chief Inspector of Lifeboats on the subject of self-righting and the design of lifeboats four decades ago:

Every type of ship is designed for some special purpose. She has some quality essential for that purpose. For that reason she is a compromise. In order to give her the special quality needed something has to be sacrificed, the price has to be paid. That is the great problem of all ship designing. What is true of all ships is specially true of the life-boat...

...The self-righting life-boat, if she capsizes, will turn right way up in a few seconds. To enable her to do this she is given higher end boxes at bow and stern than the other type of lifeboat. That is to say she has the disadvantage of exposing a greater surface to wind and seas. She has to be narrower, and for that reason she is more likely to capsize. That is the price which has to be paid for the self-righting quality...

For the first 30 years of the history of the Life-boat Service there were no self-righting lifeboats. In 1851 the first self-righting lifeboat was built and it was believed then that the problem of the life-boat had been solved. For the next forty years nearly all the life-boats were self-righters, except that at some stations on the east coast the men refused them. They preferred a more stable boat. They trusted to their own seamanship to keep her from capsizing.

In 1886, the disaster at Southport, when a self-righting lifeboat capsized and did not right herself, led to the re-examination of the whole question. It was then decided that the self-righting principle should be retained in the lighter boats working close inshore, and that for the larger types which would have to go well out to sea, it would be better to sacrifice the self-righting principle and have more stable boats. That is the principle on which, ever since, the fleet of the Institution has been built...

...at the same time the Institution is steadily improving the self-righting type. It is getting rid of those points in its design which make it a less seaworthy boat than the type which cannot self-right. We have, little by little, been able to increase the beam of the boat by a foot. We have, little by little, been able to reduce the height of the end-boxes. We have done this and still been able to keep the power to self-right. There is no finality in the design of life-boats. We are always working on the problem of improving the stability of the boats. But the risk of capsizing is always there. It cannot be said of any boat that she is so constructed that it would be impossible to capsize her. All we can do, and it is being done, is to get such a balance of qualities in our boats as will make that risk as small as possible.

James Dougal has been assistant second coxswain/assistant mechanic of Eyemouth lifeboat since 1991. He joined the crew in 1972 and served as assistant mechanic from 1982 until taking up his present position.

A collective framed letter of appreciation, signed by the chairman of the Institution, the Duke of Atholl, was awarded to James in recognition of a commendable service lasting for nearly eight hours on 15 March 1983, when the relief lifeboat *Wavy Line*, in a strong north-north-easterly gale and a rough sea rescued the crew of three of the trawler *Hatcliffe* and saved the vessel.

In 1991, as acting coxswain, he was awarded a silver medal in recognition of his courage, leadership and seamanship when the lifeboat under his command rescued two skin-divers in difficulties north west of the Ebb Carr Rocks in hurricane force northerly winds and very heavy 30ft-35ft seas breaking over rocky outcrops, with visibility reduced drastically by rain, spume and spray on 6 October 1990.

James also received the Maud Smith Award for the bravest act of life-saving in 1990 for this service.



Facts and Figures

Provisional statistics as at 26 May 1993 show that so far during 1993:

- The RNLI's lifeboats were launched 661 times (an average of more than 4 launches a day)
- 134 lives have been saved (an average of nearly one a day)
- Nearly 8% of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 35% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 271 lifeboats on station, with a further 93 in the relief fleet.
- To 26 May 1993, 124,060 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
Trent	-	£1,000,000*
Severn	-	£1,350,000*

*Estimates based on prototypes, production costs may differ

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.

Checking out the Fowey lifeboat



Anna Chatt-Collins and Pat Stewart, who both work in the Physiotherapy department at Queen Alexandra Hospital, Portsmouth, walked ten miles along the Dorset coast westwards from Lulworth Cove and collected £300 for the Fowey lifeboat.

They are pictured aboard the lifeboat

presenting a cheque to Coxswain Keith Stuart surrounded by members of the crew and a young man aboard for a birthday treat.

Walk this way...

Ten-year-old Glen Berry of York, a keen lifeboat supporter and Storm Force member, and whose mother is the secretary of the Acomb branch, walked from Whitby to Robin Hoods Bay and raised £370. Glen followed a route taken in 1881 when the Whitby lifeboat was hauled overland through snow drifts to launch at Robin Hoods Bay to save seamen from a sinking brig.

Ivan Simcock of Northenden branch undertook a strenuous walk of 270 miles from Edale in Derbyshire to Kirk Yethole in Scotland and has so far collected £770 for the RNLI.

He completed the walk within the planned 21 days and would like to thank everyone concerned for their moral and financial support, with a special thanks to Mary and Basil whom he met on the walk and encouraged Ivan on his 'off' days.

The Salcombe effect...

Sutton, Cheam and Worcester Park branch held a collection at the local Safeway Store in Sutton to coincide with the Salcombe lifeboat series on ITV and were amazed how much the programme affected the collection.

Over three days £2,072 was collected – the usual amount for a mid year collection at one of the larger stores is between £1,000 and £1,200 and it can only be assumed that the extra revenue was generated by the TV programme.

In Brief

THE ANNUAL Bournemouth pier-to-pier snorkel race took place in April. Organised by Hurn Sub-Aqua Club in aid of the RNLI the event raised £500 and was won by John Lewis with a time of 38 minutes.

FLAG day and house-to-house collections raised an impressive total of £3,477 for Huntingdon branch this year.

SIXTY fundraisers took part in a sponsored 12-mile walk from Worthing to Rustington and back and raised £3,400 for lifeboat funds. Jean and Wyn Samuel of Worthing branch organised the annual event and the Mayor of Worthing walked along with some of the participants for the first mile.

MEMBERS of Sunderland branch and lifeboat crew were invited to a social evening held by the Grangetown Jolly Girls to receive a donation of £608. The Jolly Girls are a group of ladies who devote their leisure time to raising money for charities via a series of garden fetes, raffles, tombola, donations and other similar functions. As the ladies were unaccompanied by male escorts, crew members were in great demand as partners for the subsequent disco!

THE City of Derby branch reports that a record £10,250 was forwarded to headquarters in 1992, and feels particularly encouraged to have raised this amount as it must be one of the branches which is furthest from the sea.

THE EMSWORTH and District Flower Society raises money for two local charities every year and as a direct result of a suggestion from Havant branch committee member, Elaine Fisher, the Hayling Island lifeboat station was chosen as one of the charities to benefit for 1992/93.

At the March meeting of the society a cheque for £1,000 was presented to Roy Smith, chairman of Hayling Island station, by the Mayoress of Havant, Mrs Patricia Tart.

AN AUCTION sale organised by Coventry ladies' guild at the car showrooms of Quicks Parkside, raised £867 in one-and-a-half hours. The venue was given free of charge as were the services of the auctioneer, Mr Harvey Williams.

A CHEQUE for £2,000 was presented recently to Sutton, Cheam & Worcester Park branch by the Royal British Legion Club of Worcester Park. It had been raised by club members specifically for the RNLI by raffles, dances and auctions during the previous year.

FOR THE first time collections were made throughout the week in Birmingham and the Birmingham branches were delighted with the results – a grand total of £15,950, an increase of over 50% on last year. One collector, Tom Hansher, collected a staggering £990.10.

Pounds per head



Children at the 217-pupil infant school at Marston Green, managed to raise £50 for the RNLI and have also bought souvenirs amounting to £150.

The photograph shows a group of the children presenting a cheque for £200 to Mrs Lorna Kay, whose husband is chairman of the Marston Green and District branch.

In Brief

THE MARSKE Fishermen's Choir are great lifeboat supporters, often traveling considerable distances to perform at concerts, shows, fetes and so on. Over the past 25 years their efforts have resulted in many thousands of pounds being raised for charity, their main concern being the RNLI.

CORNWALL'S own boat race, a seven-mile event which starts at Loe Beach and finishes in the heart of Truro, was won in style by members of the Falmouth Gig Rowing Club. The crew donated their winnings of £100 to Falmouth branch.

THANKS to Miss Etherington of Wokingham and four friends the Institution recently received a very generous donation of £2,263.38 to cover the cost of six sets of protective clothing for lifeboat crew members. The six lucky recipients were crew members of the Salcombe lifeboat.

IN MARCH of this year the Cottingham ladies' guild celebrated its 25th anniversary. Since its inception the guild has raised £88,474 for the RNLI.

THE TURKS HEAD 'Tear-a-way-Fishermen' have for several years been raising money for the Institution. Last year, as well as presenting Mrs Belle Wilson, honorary secretary and souvenir secretary of South Shields ladies' guild with a cheque for £250, they gave her a model of a lifeboat as a 'thank you' for all her work for the RNLI.

Mrs DOROTHY McGregor of Sixth Sense presented her Spring collection at a fashion show at the Dean Park Hotel, Kirkcaldy, raising £1,100 for Kirkcaldy branch.

Funds from the Falklands

Taking a day out from the regimental exercise on Salisbury Plain, a team from 51 Field Squadron visited RNLI headquarters to present a cheque for £2,386, raised while on a four-month tour in the Falklands.

Before the formal presentation to Ian Ventham, head of fund raising and marketing, the team were shown round the headquarters and depot and when asked why the squadron had chosen the RNLI, officer in charge Major Macklin explained that this was a fit, active man's charity which many soldiers could relate to, particularly true of the sappers and other servicemen based in the bleak coastal environment of the Falklands.

The fund kicked off with the squadron's officers running the length of East Falkland, a 150km route from North Arm to Stanley.

All elements of the squadron joined in the spirit of various fundraising events, including a 12-hour swimming marathon and a 24-hour darts competition.

There's money at the bottom of our garden...

An elderly member of Hinckley and District branch has found a special way of using the grounds of his home for the benefit of the RNLI.

Part of his garden is opposite the village Methodist church and is ideal for wedding party photographs. His premises also include spare garaging which is in demand, especially in winter.

Requests to hire the garden or the garage are always met with the response 'of course there is no charge but any

Top Torsos

The Institution has now received four 'Resusci Anne' torsos as a result of the collection of BP Options vouchers by the many friends of the lifeboat service.

These torsos are now being used for training purposes. One is 'stationed' in Ireland for the use of Irish lifeboat crews, and vouchers collected solely in Scotland have been used to provide a torso for Scottish lifeboat stations. Two more are in Poole for use at other stations around the coast.

The RNLI is still collecting these vouchers as 'Resusci Babies' are now required for our lifeboat crews to practise their skills where a more gentle approach is needed.

The Institution would like to thank everyone for their help - keep sending the vouchers to Gill Cull, Central Fundraising Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Ferry funds

Since the B&I Line moved into the port of Milford Haven in 1979, its ferry vessels have raised over £10,000 for the lifeboat service.

The gentleman responsible for organising this splendid effort, Bob Heapes, on-board services manager, was recently awarded a framed certificate of thanks from the RNLI's committee of management at a ceremony on board the B&I ferry *Isle of Innisfree*.

The award, signed by the director, was presented by Tom Sinclair, chairman of the Hakin Point (Milford Haven) branch in appreciation of all Bob's fundraising efforts, which include organising special on-board crew events and a coffee morning which netted £1,500, as well as box collections.

The local branch also made a second 'thank you' presentation to Purser Kay Skelton who had made the on-board RNLI collecting boxes her special responsibility for several years - all B&I ships have RNLI collecting boxes on board.

contribution for the lifeboats would be very welcome'. The result is a steady flow of donations or Shoreline subscriptions.

His wife organises the village annual house-to-house collection with the telling message that the lives saved last year were about as many as the number of adults in the village.

Together the efforts of these two senior citizens, who wish to remain anonymous, have so far brought about £3,000 into the RNLI's resources.

A swift half!



Television personality Pam Rhodes and her daughter, Bethan, are pictured alongside a half-scale model of a Tyne class lifeboat which Hitchin branch displayed at Walsworth Festival alongside its souvenir stall.

When the branch took delivery of the model last year – it had been built by apprentices in an East Anglian boatyard – it looked far from being a lifeboat! It had the hull form and superstructure of a

Tyne but little else. By obtaining working drawings of the real thing from Poole, plus a great deal of ingenuity and hard work in fashioning various pieces of equipment such as aerials, radar mast etc., a small team of volunteers transformed it into a magnificent model. It has been given the fictitious operational number 47-171 and named *Cyril Gadd* in memory of a founder of the branch.

Photo: Michael Joyce

All at sea

Long Eaton branch were all at sea on Saturday 3 April. As a thank you for the many hours of hard work put in by the branch in raising funds, Coxswain Phil Burgess of The Lizard lifeboat invited representatives down to Cornwall to visit the station and go to sea in its Tyne class *David Robinson*.

Even the notoriously fickle Cornish weather was kind, with clear blue skies and a gentle breeze. An SAR exercise had been organised with a helicopter from RNAS Culdrose and the visitors were enthralled to watch at such close quarters as a crew member was winched from the lifeboat to the helicopter and back onto the deck again.

After being entertained to coffee in the crew room the visitors began the long journey north fired with fresh enthusiasm and full of gratitude to The Lizard station for their hospitality.

Heart of... gold!

Mrs Margaret Griffiths, chairman of Worcester guild has been awarded a Midlands Electricity Board Heart of Britain award for her work for charity. Modest Margaret was nominated by her next door neighbour and did not expect to win the award.

Over the past ten years the guild has collected a total of £100,000 and celebrations to mark this magnificent achievement were held at the Ferry Inn, Worcester.

Island life

According to David Packer, Hong Kong branch is alive and well and, indeed, thriving. David, who is chairman of the branch, has written to tell us of two recent fundraising events – a junk trip to Lamma Island for a seafood dinner, and a trivia night at Mad Dogs pub.

Future events include another junk trip combining a viewing of the Dragon boat races in July. August/September are months when most expats take their leave back in the UK away from the heat of Hong Kong and October will see the resumption of more branch activities including a car rally around Hong Kong Island and an evening at the races in Happy Valley.

A very didgery do...

Rolfe Harris attended a fun weekend organised by CSMA at Brean Sands Pontins Holiday Village in March.

Rolfe very kindly donated three of his paintings for a raffle which raised £155.

In Brief

DURING the Christmas period **Dudley** branch raised £1,038 and chairman, Karl Falk, commented 'that the generosity of the people in the pubs around Dudley town centre and near the Tipton border was marvellous, despite the recessionary times'.

AFTERNOON tea at Church House raised £67.47 for **Hitchin** branch.

AT ITS annual luncheon **Morley** ladies' guild, which has just celebrated its 40th anniversary, the twelve ladies in the guild were greeted with the news that over the past ten years they had accumulated £27,000 for the lifeboat service. The luncheon itself raised a further £709.

ON THEIR return to this country Mr and Mrs Ellis popped in to Headquarters to present the Institution with cheques to the value of £1,328.37. The money had been raised over a period of two-and-a-half years from the sale of fancy goods in a souvenir shop at HMS Malabar in Bermuda.

THE Holyhead lifeboat station branch benefited to the tune of £550 from the proceeds of a sportsman's evening held at the Little Manor pub and restaurant at Thelwall. The event was organised by the manager and manageress Colin and Jenny Burne and the guest speaker was sportswriter and former first division footballer Duncan McKenzie.

Making a meal of it

A dinner held by the Hinckley branch proved to be a highly successful event.

One hundred and twenty five people sat down to a meal at the Hinckley golf club and afterwards Bill Leach, area organiser for Central England, introduced Brian Pegg BEM, former coxswain of Sheringham lifeboat. He gave a fascinating insight into the work of the lifeboats and their crews and the listeners were both entertained and impressed by his jovial and modest approach to the job.

As a result of sponsorship by local businesses, a raffle and the sale of souvenirs, a splendid amount of £737 was raised.

Ruby collection

In April John and Pat Cox, respectively chairman and honorary souvenir secretary of St Albans and District branch, celebrated their ruby wedding.

Fifty-five friends and relatives attended their party and in accepting the invitation guests were informed that it was their presence that was wanted not their presents. Collecting boxes for the RNLI and the Cancer Relief Macmillan Fund were in the hall for those that were interested and £100 was collected for each charity.

Gala performance

Tweety Pie (alias Jonathan Kinney) flies through the air with the greatest of ease!

Bangor lifeboat crew hosted their 2nd Gala Day on 1 May 1993 with the sea front bursting with a vast array of fun events – bouncy castle, sky diving display, the fabulous Martello Jazz Band and last, but not least, a magnificent parade of the Birdmen of Bregenz.

Crowds looked on in astonishment as The Red Sparrow, Superman, the Flying Viking, Batman, Brickman, Lipstick Annie, Tweety Pie, Bangor Seagull and the youngest competitor James Gillespie, a dedicated lifeboat shore helper, hurled themselves across Bangor Marina in a bid to gain the sought after Birdman title.

Lipstick Annie and her handbag (Brian Meharg, deputy launching authority) had just popped out for a pint of milk and found herself being propelled off Bangor Quay in competition with the other birdmen.

The gala day was a huge success raising more than £5,000 for the RNLI.

Row by row

Walton and Frinton ladies' guild rowing crew have been presented with their own boat by Nobby Pearce, vice-chairman of the Walton and Frinton branch.

For the past two years the ladies had entered sponsored rowing events organised by Brian Ward of Walton lifeboat management committee, raising a total of



£2,500, but each time had to borrow a boat for training and the events. Nobby was so impressed with their efforts that he decided it was time they had their own boat. After much searching he obtained a 'wreck' and after spending seven months hard at work in his garage the new boat, resplendent in her gold and blue livery,

was handed over to the guild in March of this year. Sarah Halls, area organiser for Eastern region, performed the launching ceremony and named the boat *The Gilded Lady*

At present there are twenty lady crew members who are now in training for several future sponsored events, including the 22-mile Great River Race on the Thames.

The guild is celebrating its 15th anniversary this year. Since its inception over £38,000 has been raised and great hopes are being placed on *The Gilded Lady* increasing this amount in the future.

Photo: Tony Ellis



Joint effort

A joint fundraising campaign by the Civil Service Motoring Association (CSMA) and The Frizzell Group has raised £21,238 to help cover the cost of the new lifeboat now stationed at Barmouth, *Moira Barrie* – see naming ceremonies, page 54.

The money was raised through a series of competitions in the CSMA's own magazine *Motoring and Leisure*.

Peter Jones, chairman of the CSMA, and Colin Frizzell, chairman of The Frizzell Group, presented the cheque to Lt Col C.P. Walker RM, honorary secretary of Barmouth lifeboat station on 28 May 1993 at the Panorama Hotel in Barmouth.

The Frizzell Group has been associated with the CSMA for 70 years and the two organisations began fundraising jointly in 1983 and have donated over £100,000 to the lifeboat service.

The Force is with us!

Andy Loveridge is a regular visitor to the RNLI's London office in Lambeth – he helps to deliver the mail for Parcel Force!

On one of his visits he mentioned that he had been accepted for the 1993 London Marathon and offered to collect sponsorship for lifeboat funds.

Recently Andy, who served in both the Royal and Merchant Navy, made a 'special delivery' – a cheque for £232 for Woolwich branch.

Andy hopes to take part again next year and to beat his 3h 38m 12s time, not bad for a first attempt!

Concerted effort

A concert entitled 'Wind, Waves and Water' was recently held in Chichester Cathedral. Organised by Manhood branch with support from Chichester branch, the Saint Martin Singers, together with actors Maureen O'Brien and John Hollis, gave a most interesting and unusual concert of words and music.

Included in the programme was a service report read by Clive Cockayne, honorary secretary of Selsey lifeboat station, giving an account of Coxswain Mike Grant's award winning rescue of a yacht in serious trouble off Selsey.

An audience of 270 raised over £1,900 for lifeboat funds.

The Fundraisers

The final date for copy to appear in this section of the Autumn 1993 issue of *The Lifeboat* is 13 August 1993

Chip and who?



No, not the real Chippendales! These are actually members of Peterhead lifeboat crew doing a good imitation while modelling at the recent fashion show organised by Peterhead ladies' guild. Thanks to Mackays Stores and all the willing mod-

els, over £800 was raised for the guild.

The five 'hunks' who stole the show were (left to right) second coxswain Joseph Park, coxswain James Clubb, and three crew members.

Photo Ron Broughall

Put him down!

Warwick ladies' guild committee member, Joan Gill (right) and Central England regional manager, Judith Feeney, have to make do with a dummy lifeboatman as Central Region has no lifeboat stations of its own.

They are pictured here with a well equipped dummy, apparently resigned to his fate, which seems to have been carried away with all the attention!



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People and Places

around and about the RNLI

Obituaries

With deep regret we record the following deaths:

FEBRUARY 1993

Mrs Betty Foster, chairman of Drifffield ladies' guild since 1983. She served as secretary for 16 years from 1967 and was awarded a Gold badge in 1991.

MARCH 1993

Mrs Cynthia Hall, president of Goodwin Sands and Downs ladies' guild and a founder member of the guild in 1952. Mrs Hall was awarded a Silver badge in 1974.

Mrs Joan Gibson, vice president of Llandudno ladies' guild since 1980. She first joined the committee in 1933 and was vice chairman from 1976-1980. Mrs Gibson was awarded a Silver badge in 1988.

APRIL 1993

Mrs H.W. Judge, souvenir secretary of Wakefield ladies' guild from 1991. She also served as assistant secretary from 1952 to 1955, secretary from 1955 to 1969 and was secretary/treasurer from 1977 to 1991.

Captain Richard Duke, honorary secretary of Saffron Walden branch for many years.

Mrs Violet Roast, chairman of Sharbrook ladies' guild for over 25 years.

Miss Leonora Powell, founder member and chairman of Bourne End branch from 1969 until her election as president in 1982, a post she held until 1989. She was awarded a Silver badge in 1982.

Peter Bath who, with his predeceased wife Jean, were the donors of the relief Mersey class lifeboat *Margaret Jean*.

MAY 1993

Mrs Primrose Reidford, founder member of Hawarden branch in 1952. She held the office of president from 1980 to 1992 and was awarded a Silver badge in 1966, a gold badge in 1983 and a bar to the gold badge in 1992. (Mrs Reidford had also served on the committee of Connah's Quay branch in 1933 and was its honorary secretary from 1937 to 1939.)

Miss Agnes Hilhouse, for many years treasurer of the West Drayton and Uxbridge branch with which she had been associated for 25 years.

We regret that only lifeboat coxswains and branch and guild officials with more than 10 years service can be accepted for inclusion in obituaries column of *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.

What, when and where?



Can you identify this lifeboat, the location, or even the date?

The photos were found recently with no identifying details and the lifeboat's name cannot be read from the prints.



Some old photos can lead charmed lives – and these were some of the lucky ones which survived by pure chance, or rather by a chain of coincidences.

How did they arrive here? Well: if you treat your dustbin men nicely they get to know you; if they get to know you they learn you're interested in lifeboats; if they know you're interested in lifeboats they give you some pics from an old discarded photo album; if you're the Aunt and Uncle of the deputy head of fundraising and marketing's wife then the photos eventually find their way into the RNLI archives!

There is nothing to identify the boat or the location and the name cannot be made out on the small and slightly faded prints. Although they were found in Sussex many people who have seen them think there is a West Coun-



try 'feel' to the quayside stonework and headlands in the background, and the best guess as to date comes from the 'twenties look of the clothing.

Can anyone identify the lifeboat, or even the location or date?

Lifeboatman's Cape Horn Capers

Bill Mew, a crew member of the Littlestone inshore lifeboat, took part in the British Steel Challenge – in which ten identical 67ft yachts raced around the world the 'wrong way', east to west against the prevailing winds.

Writing after completing the Rio de Janeiro to Hobart, Tasmania leg of the race Bill said:

'I was very fortunate to be selected by my company Nuclear Electric, who are one of the yacht sponsors, to crew on the second leg of this once-in-a-lifetime epic voyage. I gained my placing as crew, I am sure, because of my seetime and training as a crew member of Littlestone inshore lifeboat. My sailing experience was only windsurfing so I had no bad habits and

was trained over the last year ready to sail this all-steel, 40-ton yacht on the 8,900-mile leg – rounding the notorious Cape Horn and taking on the might of the South Pacific and 'The Roaring Forties'.

Nuclear Electric set off from the start at Rio flying a protest flag after one of the yachts collided with her, putting a 6ft long 2in deep gouge in her hull.

Over the next 2,500 miles to the Falkland Islands *Nuclear Electric* slowly gained a lead over the other nine yachts in some superb sailing, half of which was downwind under the spinnaker despite the 'wrong way' nature of the race! The weather was getting cooler as we travelled south and we were bracing ourselves for Cape Horn.

People and Places

around and about the RNLI

RAF Anniversary

Swaffham branch represented the RNLI at the 75th anniversary celebrations of the Royal Air Force at RAF Marham on 1 April.

The branch has a mobile show unit and a half-scale model of Great Yarmouth and Gorleston's Waveney *Barham* which formed the centre point of the RNLI stand at the celebrations.

Her Majesty the Queen, HRH The Duke of Edinburgh and members of the Royal family, including the Queen Mother attended the event, but due to atrocious weather conditions the fly-past had to be cancelled. As luck would have it the branch honorary treasurer, Arthur Rackham, took a video of the fly-past during the dress rehearsal and was able to show this on the day on the video screen used to show RNLI films on the stand. Needless to say this attracted a good audience and plenty of visitors to the stand.

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:

Aberystwyth – Crew member R.L. Griffiths

Holyhead – Winchman A.P. Hicks

Port Talbot – Shore helper P.E. Walker

Pwllheli – Second coxswain/mechanic J.G. Jones

On Station

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

ALL-WEATHER

Relief – Mersey 12-33 (ON 1192)

Fishermans Friend on 13 April 1993.

INSHORE

Port Erin – B594 *Herbert and Edith* on 16 March 1993.

Campbeltown – D403 on 3 April 1993 for one season's operation evaluation during the 1993 summer season.

Swanage – D406 on 3 April 1993 for one season's operation evaluation during the 1993 summer season.

Tenby – D438 *The Stanley Taylor* on 27 April 1993.

Barrow – D443 *Modeller II* on 29 April 1993.

Dunlaoghaire – D442 *Irish Diver* on 20 May 1993.

Drawing the crowds



Judi Spiers, presenter of the BBC's daily programme 'Pebble Mill', drew the winning tickets of the 61st national lottery at RNLI headquarters in Poole on 30 April 1993.

Ray Kipling deputy director and Anthony Oliver, deputy head of fundraising and marketing were in charge of proceedings.

The Institution has been holding lotteries for over 15 years and they have raised over £3m for lifeboat funds in that time.

The prize winners were:
£2,000 – Miss M. Barnaby, Sutton, Surrey.

A family affair

In 1977 Mrs Anne Wall OBE, a member of the Central London Committee, generously decided to provide a dinner for the medallists and their families who were in London to attend the Annual Presentation of Awards and receive medals in recognition of their bravery.

Mrs Wall also wished to recognise the families' unfailing support of their service to the cause of saving life at sea. The first such occasion was held in 1978.

Since that time 148 medallists and members of their families have enjoyed Mrs Wall's hospitality and she has asked that her thanks be conveyed to all those who have sent such kind messages of thanks over the past sixteen years.

However when *Nuclear Electric* rounded – picking up a trophy for 'First around the Horn' it was in sea conditions normally seen on duck ponds! Light airs and flat calm. However two days later Mother Nature made up for the easy rounding by producing near 60-knot winds.

Huge seas, strong winds, icebergs and more moderate weather helped the yacht over the international date line on Christmas Day and she maintained her lead to cross the finish line at Hobart on 4 January, 80 miles and 12 hours ahead of the next yacht.

The leg took 52 days, but when *Nuclear Electric* finally crossed the finishing line in the Solent in late May – to win the race overall – she had clocked up 151 days at sea.

£1,000 – Mr & Mrs S.A. Daniels, Martock, Somerset. **£750** – Mrs D. Hunter, Tayport, Fife; B.J. Robins, St Andrews, Fife. **£500** – Mrs P. Kingwell, Catford, London. **£250** – Mrs E.G. Digby, Chelmsford, Essex. **£100** – W. Coles, Bromley, Kent; P. Hosford, Helston, Cornwall; Mrs A. Cooper, Southall, Middx; S. Evans, Beddau, Glamorgan; K.G. Hills, Walton-on-Thames, Surrey. **£50** – Captain I.T. Blackley, Harpenden, Herts; Mrs E.C. O'Grady, Swindon, Wilts; I. Moodey, Abingdon, Oxon; T.J. Greaves, Leeds, West Yorkshire; R.J. Pearce, Formby, Merseyside.



Membership News

Governors • Shoreline • Storm Force

Introduce a friend

With this issue of THE LIFEBOAT is a leaflet entitled 'Introduce a friend'.

We hope you will pass this leaflet on to a friend, neighbour or perhaps relative, who may be interested in supporting the RNLI as a member.

Existing members are the best advocates of Shoreline and Governor membership, and we hope you will use this leaflet to spread the word. 'Word of mouth' is also a very cost-effective method of advertising, so your help in promoting support of the RNLI through this leaflet is greatly appreciated!

Salcombe lifeboat TV series

The recent ITV series featuring the Salcombe Lifeboat has been extremely well received. The six episodes attracted large audiences, ranging between 8.5 million and 10 million viewers.

Before the series started at the end of April, a letter was sent to nearly all RNLI members announcing this major event. A programme schedule was included, along with a donation form with the opportunity to receive a souvenir colour print of the Salcombe Lifeboat crew. The schedule was, almost inevitably, disrupted (by a football match) but at the time of going to press all six episodes should have been screened by 7 June.

As a result of this mailing, donations totalling more than £250,000 have been received and many souvenir prints despatched. This is an absolutely tremendous boost for the RNLI. Please accept our thanks on behalf of all lifeboat crews if you made a contribution.

Souvenir colour print

If you missed the opportunity to receive one of these souvenir prints from the television series, don't despair!

Copies are still available (measuring approximately 11in by 8in, in full colour, showing Coxswain Frank Smith with crew members in front of the Salcombe relief Lifeboat). Simply send a minimum donation of £10 to: Salcombe Lifeboat Souvenir Print, Supporter Services, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, or complete and return the coupon at the foot of the page.

Please make your payment payable to RNLI and state clearly how many copies of the print you would like. You may request as many copies as you wish, though we do ask for a minimum donation of £10 for each. Remember to order your prints quickly as we will fulfil orders on a first-come, first-served basis.

Series video

We have received numerous enquiries as to whether or not a video of the series will become available.

The latest information, as this issue of the journal goes

to press, is that a compilation of at least the first three episodes will be made available soon.

For more up to date information and for enquiries about how to obtain a video of the series, please write to the Customer Services Dept, RNLI Sales, West Quay Road, Poole, Dorset BH15 1HZ.

Membership cards

As you will be aware we have recently taken a hard look at how we can provide a better service to RNLI members and supporters, and also how we can continue to use our funds as wisely as possible. The recent introduction of plastic envelopes for posting THE LIFEBOAT is a good example.

A number of members have written expressing differing opinions on the membership cards provided to all Shoreline and Governor members. In view of this, it would be most interesting to have further views on this matter to help us decide if a change is desirable, or if members are happy with current arrangements.

For example, is the current membership card, provided each year on renewal of your subscription, adequate? Or would you have preferred to receive a more substantial card on joining, without subsequent yearly replacements? Do you think the membership card is important at all?

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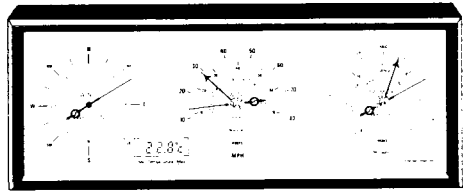
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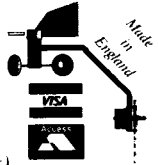
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