

The

Lifeboat



Autumn 1993

Lifeboat spotter's guide

Vellum service report

Open Days



SALCOMBE LIFEBOAT PRINT

"BALTIC EXCHANGE II"

A SPECIAL EDITION SIGNED PRINT TO COMMEMORATE
A FAMOUS YEAR IN THE HISTORY OF SALCOMBE LIFEBOAT.

BY
GORDON ASHTON
IN ASSOCIATION WITH THE SALCOMBE LIFEBOAT CREW



The Inspiration

As winter approaches, the residents of a picturesque Devon Resort reflect on the exploits of their lifeboat cox'n Frank Smith and his crew of TV stars. Gathering on street corners or in sleepy bars they exchange views on events inspired by the documentary series.

A stone's throw away from the lifeboat store, artist Gordon Ashton pauses at his work as he hears the twin explosions of the maroons calling the crew to action, and moments later the roar of the 850 h.p. engines heading out to sea. At night on a floodlit quay or

early in the morning anchored amidst the panorama of Salcombe estuary, he is always aware of the lifeboat and the many daring rescues attributed to its fearless crew.

This painting is a result of all those images. And it is a lasting tribute to the year of the Salcombe Lifeboat.

Gordon Ashton

A former freelance illustrator, who pursued his career in Europe and Australia before settling in Salcombe some 12 years ago. Now established as an integral part of the community with

a Fine Art gallery distributing to collectors around the world.

The Print

Large Size:

35 x 24.5 inches including border

Small Size:

17 x 12.5 inches including border

This beautiful print is reproduced to a very high standard, on high quality art paper using light fast inks. Each print is hand signed by the artist and special editions are also available signed by members of the Salcombe Lifeboat crew.

50% OF PROFITS DONATED TO LIFEBOAT FUNDS.

We anticipate a large response - please post this coupon now if required for Christmas

ORDERS TO: RUSSELL COURT STUDIOS, 2 RUSSELL COURT, SALCOMBE, DEVON TQ8 8BS. TEL: 0548 843810

Please tick box required

- ☐ Large size signed by artist only £16
☐ Large size signed by artist and crew £20
☐ Small size signed by artist only £10
☐ Small size signed by artist and crew £14

NAME _____

ADDRESS _____

POSTCODE _____ TEL _____

PLEASE ADD £3 P & P WITHIN U.K. / £7 OVERSEAS

Please debit my Visa/Master Card.

To the value of £ _____

Name on card _____ Signature _____

or I enclose a cheque / Postal Order to the value of £ _____

Made payable to: **RUSSELL COURT STUDIOS**

(Name, Address and card number on reverse of cheque)

The Lifeboat

Autumn 1993



Royal National
Lifeboat
Institution
Contents
Volume 53
Number 525

Chairman:
MICHAEL VERNON

Director and Secretary:
LT CDR BRIAN MILES RD FNI RNR

Editor: MIKE FLOYD
Assistant Editor: GILL MACE
Editorial Assistant: MARY GYOPARI

Advertisement Manager:
BARBARA TROUSDELL
Classified Advertisements:
MARION BARDSLEY

Headquarters:
Royal National Lifeboat Institution,
West Quay Road,
Poole,
Dorset BH15 1HZ.
Telephone Poole (0202) 671133
Telex 41328.
Registered Charity No. 209603

RNLI News	74
What's happening in and around the Institution	
Lifeboat Services	76
Notable launches around the coast	
Lifeboat Classes	81
A spotter's guide to the different classes of lifeboats	
Past and Present	86
From THE LIFEBOAT of 1893 and one of today's lifeboatmen	
Ceremonies	87
New all-weather and inshore lifeboats named and dedicated	
Open All Hours...	92
Around the RNLI Headquarters Open Days	
Membership News	93
Covenants explained, membership cards and a help line	
Your Letters	94
Your views on all aspects of lifeboats and related subjects	
Fundraising Region changes	96
New Regions for the former Southern and Central branches	
Bookshelf	98
Books of RNLI and maritime interest reviewed	
Lifeboat Services	99
March, April and May 1993	
The Fundraisers	101
How some of the money is raised	
People and Places	105
Around and about the RNLI	

COVER PICTURE by Richard Price

The first Atlantic 75, *Susan Peacock*, shows her paces in the Solent before going to Poole for Open Days in July. She was accompanied by the first Atlantic 21, brought out of retirement for the event, and the last one built before '75' production began.

Next Issue: The Winter issue of THE LIFEBOAT will appear in January 1994, and news items should be received by 29 October 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



RNLI's largest bequest

The RNLI has recently received its largest legacy ever. The bequest is eventually expected to total some £6.5m, and will be a great help to the Institution in providing new lifeboats and shoreworks in the future.

NEWSPOINT

An unlikely trilogy

Three of the items on these news pages are more closely linked than meets the eye.

First we have the news of the largest legacy ever received by the Institution – a remarkable £6.5m – then the curious photograph of the Penrhys lifeboat, and finally the news that the all-fast fleet should be a reality by November this year.

First the legacy. Although legacies sometimes appear to be received out-of-the-blue it is important to remember that someone, somewhere sowed the seeds which led that person to consider the RNLI a worthy benefactor. Was it a branch or guild official? A door-to-door collector? A friendly welcome at a lifeboat station?

It could be any or all of them, for each plays a vital part in presenting the RNLI and its work to the public.

Equally, general awareness must be raised by media coverage such as the recent series 'Lifeboat' on ITV. The lifeboat community at Salcombe relinquished its privacy to help produce a powerful profile of lifeboatmen and women which not only made peak-time television but which has led to further interest in the lifeboat service. It will not be long before the photograph on the next page makes much more sense to a very large number of people.

And the fast boats? With current figures showing that the RNLI could possibly reach a record 6,000 launches in 1993 and a comprehensive and expensive lifeboat building programme under way there is no doubt that the lifeboat service is more necessary than ever before. The Institution relies heavily on everyone who helps to support it in any way – a way which might have a knock-on effect far greater than they might imagine.

The bequest comes at a timely moment for the Institution, which has recently embarked on a plan to build nearly 90 new fast afloat boats of the Trent and Severn classes in the next 10 years, costing between £1m and £1.3m each at today's prices. A capital programme of over £100m.

The funds were left to the RNLI by Mr Roy Barker, a former Lincolnshire-based agricultural businessman who moved to Jersey some years ago.

Mr Barker was introduced to the Regional Organiser for the area and over the years they kept in contact, with Mr Barker often visiting new lifeboats when they visited Jersey on passage and on trials.

Mr Barker was a keen yachtsman, and after going aboard a new Arun class lifeboat he had a smaller boat built along similar lines at lifeboat-builders William Osborne.

The terms of the legacy mean that the funds will be invested as an endowment trust and the interest used to fund new lifeboats and new shoreworks facilities. Initially this would mean a new lifeboat every three or four years. All new boats funded from the trust will be named *Roy Barker*.

It is planned that the first lifeboat provided from the fund will be the new Trent class for Alderney, due to go on service in 1994.

Committee of Management

Several additions and changes to the RNLI's Committee of Management were announced following a meeting in July 1993.

There are three new members of the committee:

Admiral Sir John Kerr. Currently Commander-in-Chief of Naval Home Command and a Commodore of the Royal Naval Sailing Association.

Peter Nicholson. A member of the Institution's Boat and Shoreworks Committee since 1992, a qualified naval architect, Rear Commodore of the Royal Yacht Squadron, vice chairman of the International Yacht Racing Union's Keel Boat Technical Committee and past chairman of National Boat Shows.

Mrs Valerie Strachan CB. Chairman of the Board of HM Customs and Excise, awarded the title UK Woman of Europe for her work towards the completion of the EC single market.

The changes are:

Mr David Acland. Appointed a Deputy Chairman of the RNLI, having been

Treasurer since 1988. He has been a member of the Committee of Management since 1966, Deputy Treasurer from 1972 to 1988 and elected a Vice President in 1975.

Mr J. N. C. James. Appointed Treasurer, having been Deputy Treasurer since 1992, a member of the Committee of Management since 1980, a Vice President since 1989, a member of the Executive Committee since 1985 and of the Finance Committee since 1992.

Mr Roly Franks. Appointed Deputy Treasurer, served on the Finance Committee since 1985, elected to the Committee of Management in 1987, appointed a Vice President in 1989, chairman of the Boat and Shoreworks Committee and a member of the Executive Committee.

Mr James Paffett. Appointed a Vice President of the Institution, having been a member of the Committee of Management since 1984 and previously served on the Boat and Shoreworks Committee and Technical Advisory Group.

Fast work nears completion

In 1983 the RNLI committed itself to having fast lifeboats at every station by the end of 1993, and is set to meet this formidable target when the last of the 'traditional' 8-knot lifeboats is replaced by a 17-knot Mersey later this year. At the time of going to press it is

likely that the final launch of an 8-knot boat will be in October or November when Aldeburgh's Rother class is officially replaced by a new Mersey.

We hope to carry a report of the event in the Winter issue of THE LIFEBOAT.

A hard shoulder to lean on...

Motorists on the M25 had something to distract them from the inevitable traffic jams in July when the ex-Courtmacsherry Solent class lifeboat *R. Hope Roberts* made a passage to Tilbury by road.

She is pictured taking a break at the South Mimms service area on the way to the port where she was loaded aboard a freighter for the six-week trip to Sydney, Australia.

The Solent has been bought by the Royal Volunteer Coastal Patrol, and will be continuing her lifesaving work in Batemans Bay, New South Wales.



Photo Dave Clark



Penwhere?

Even the most enthusiastic lifeboat supporter would have difficulty in identifying this lifeboat station.

Wales? Probably, but even a gazetteer or chart won't be much help in locating it.

The only real clue might be in this issue's 'Newspoint', but the Winter issue of *The Lifeboat* should explain all.



President visits Irish stations

The RNLI's President, HRH the Duke of Kent, was able to visit no less than seven Irish lifeboat stations during a busy two-day visit to the Republic in early July, meeting station officials, crews and families at each of them.

His Royal Highness arrived in Dublin on Wednesday 7 July to be greeted by the RNLI's Chairman, Michael Vernon, the Deputy Chairman, Clayton Love, and the Director, Brian Miles.

The first lifeboat station on the itinerary was Clogher Head where the President met Wilson Irvin, a member of the Committee of Management, Peter Bradley, Divisional Inspector of Lifeboats for Ireland, and Jimmy Kavanagh the fundraising National Organiser for the Republic. The President was able to make a short passage in the station's new Mersey class lifeboat before

leaving to visit Skerries lifeboat station.

At Skerries His Royal Highness was introduced to Ronnie Delany, also an Irish member of the Committee of Management, and Andrew Clift the Deputy Divisional Inspector for Ireland. The President watched the launching of Skerries' D class inflatable, before moving on to lunch at Howth Yacht Club, preceding a visit to Howth lifeboat station. A passage aboard Howth's Arun class lifeboat took him to a rendezvous in Dublin Bay with Dun Laoghaire's Waveney class lifeboat, which then took His Royal Highness to Dun Laoghaire. A dinner in Dublin gave the Duke the opportunity to meet Beth Duffin, the fundraising Regional Manager for Northern Ireland, and Irish members of the Committee of Management.

The following day the Duke visited Wicklow (where he was introduced to the technical and fundraising staff for the area and also took a trip in the station's Tyne class lifeboat), Arklow and then Courtown lifeboat stations before rounding off a busy tour with a lunch in company with representatives of Irish maritime and emergency bodies.

Medex 93

The RNLI's 1993 Medical Exercise (Medex), held off Scarborough on 13 July examined the co-ordination of a complex search and rescue situation – with the participants kept in the dark about the actual scenario until the events unfolded.

The exercise tested the role of the 'on-scene commander' in a complex situation and assessed casualty handling, medical evacuation procedures between vessels, helicopters and other units. Life-

boats from Scarborough, Whitby and Filey took part, with the involvement of Humber Coastguard and a helicopter from RAF Leconfield.

Medex has been held annually over the past few years, on different parts of the coast and simulating various incidents. The exercises are monitored closely by members of the RNLI's Medical and Survival Committee, composed of eminent doctors, surgeons and survival experts.

Additional awards

Rod James, the helmsman of Hayling Island's Atlantic 21 lifeboat, and crew members Christopher Reed and Warren Hayles have been selected to receive the 1992 Ralph Glistler Award for the most meritorious service carried out by an inshore lifeboat.

Rod James will also receive the Walter and Elizabeth Groombridge Award for the most meritorious service carried out by a member of an inshore lifeboat crew.

The service, on 25 October 1992 to the yacht *Donald Searle*, led to Silver medals for Rod James and the helmsman of another rigid inflatable in-

voled and Thanks on Vellums for Christopher Reed and Warren Hayles. It was reported in full in the Spring 1993 issue of *THE LIFEBOAT*.

The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1992 has been voted to Peter Bisson, coxswain of St Peter Port's lifeboat. The award is for a service on 29 August 1992 to a 50ft yacht which resulted in Coxswain Bisson receiving the Institution's Silver Medal and Thanks on Vellums to the remainder of the crew. The service was reported in full in the Winter 92/93 issue of *THE LIFEBOAT*.

Erratum

The Editor regrets that some inaccuracies appeared in the report of His Royal Highness The Duke of Kent's address at the Annual Presentation of Awards (*THE LIFEBOAT* Summer '93).

While the general content of the President's address is accurate an earlier draft was used when preparing the report and some direct quotations differed from those made by The Duke at the APA.

In particular the first quotation should be read as a precis, and in his closing remarks The Duke did not refer back to the capsizing of the Hartlepool lifeboat but to a recent trip aboard the new classes of lifeboat at Poole, saying:

'they are material proof that the effort and time that you give to the RNLI is extremely well invested. With such superb equipment, with the magnificent crews who operate it and with the dedicated support of thousands of voluntary workers and fundraisers we shall continue to have a service that is extremely special and of which we can all be proud.'

We apologise to His Royal Highness for the errors in the report.

Inshore lifeboat changes

The RNLI's Executive Committee has decided that Rye Harbour lifeboat station should operate an Atlantic class rigid inflatable inshore lifeboat, subject to the provision of suitable shore facilities, replacing the C class inflatable currently stationed there

- The D class lifeboats at North Sunderland, Burry Port and Horton and Port Eynon will be operational all year round with effect from July of this year.

Lifeboat Services



LONG SERVICE FOR D CLASS IN HEAVY SURF

Injured climbers rescued from foot of cliffs in heavy surf

The Helmsman of Bude's inshore lifeboat, Micky Sims, has been awarded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum following the rescue of two climbers from the foot of cliffs on 21 April 1993 in a service which lasted more than 3 hours and ended in darkness.

The lifeboat's three crew handled her with skill and determination in extremely difficult circumstances, in surf and swell and among rocks and, thanks to the helmsman's courage, leadership and team work from the crew and shore helpers, the service was successful.

In his official report, Capt Hugh Fogarty, then the deputy inspector of lifeboats for the south west division, wrote: 'Helmsman Sims' calculated decision to beach at Welcome Mouth rather than expose the casualties to the rigours of the return passage to Bude showed an intelligent regard for the welfare of the survivors, even though he knew it would make difficulties for himself and his crew'. For their part in the service, Crew Members James Wade and Keith West (on his first service in the lifeboat) will be presented with framed letters of appreciation signed by RNLI Chairman Michael Vernon.

It was at 1756 on 21 April 1993 that Falmouth Coastguard first informed the station that one of a group of climbers was lying injured at the foot of cliffs at Gull Rock, near Welcome Mouth. The whole party was also in danger of being cut off by the tide.

Surf

Bude's 16ft D class lifeboat was launched six minutes later, with Micky Sims at the helm. The wind was SW Force 4 with a 3ft sea and 6-8ft surf.

The lifeboat cleared the surf at Bude and then headed for the scene of the incident, six miles to the north, where she began searching the cliffs while staying outside the breaking surf for safety.

It was difficult to see the cliff base at times, because of the sea conditions but, at 1837 the casualties were spotted on a ledge inside Gull Rock, on the north side

of Marsland Point. Helmsman Sims made two runs through the surf to assess the situation and work out a strategy. As the casualties were by now being washed by the largest of the swells he decided to put a crew member ashore to help.

Taking the lifeboat in through the surf he held her head-to-sea while James Wade swam the 15-20ft to the ledge, which he reached at 1845.

Fall

Of the five survivors three were fit and well, one was suffering from shock and hypothermia and the other from lacerations, a suspected broken foot and back pains after a 30ft fall.

The fit members were able to climb the cliffs, but the two injured survivors would have to be evacuated by sea. Sims decided to land the lifeboat, and waited for a surge to bring her to the ledge and lift her on to it, stern first. Once aground on the ledge the casualties were taken aboard and the lifeboat then re-launched. She was under way again by 1851.

Helmsman Sims decided that the 6-mile passage through surf back to Bude would be hard on the casualties. Although



Bude
South West Division

'Taking the lifeboat in through the surf helmsman Sims held her head-to-sea while James Wade swam the 15-20ft to the ledge'

there was a heavier breaking surf on the exposed beach at nearby Welcome Mouth a beach landing there would shorten the time at sea, and there was also access for an ambulance. So, having manoeuvred inside the surf line, Sims waited for a few minutes for the right conditions and then beached the lifeboat at 1810.

Ambulance

The survivors were landed while two crew members held the lifeboat in position – a very difficult task in the dumping surf. They held the lifeboat for 20 minutes until the ambulance arrived for the casualties.

Re-launching the lifeboat was extremely hazardous, and several attempts were made. During one attempt all three men and gear were washed out of the lifeboat, and it was then decided to wait until shore crew arrived to help.

Finally at 2030, in fading light, with Shore Crew Members Ball, Goodyear and Andrews in the water stripped to their underwear, Sims chose the exact moment to take the lifeboat through the surf. He negotiated four 8-10ft breaking seas, and then turned south for the run back to station.

It was dark on arrival off Bude Haven and the helmsman asked that parachute flares be fired to illuminate the harbour, which he cleared successfully and beached safely at around 2100, more than three hours after setting out.

*Thanks on
Vellum*

SIX HOUR TOW IN WAVES OVER 30FT AND WINDS UP TO FORCE 11

Ten saved as disabled yacht is struck by storm force winds

The Lizard's Tyne class lifeboat *David Robinson* was at sea for more than 12 hours in atrocious conditions on 30 May 1993 when she went to the aid of a 56ft yacht in difficulties some 40 miles to the SE of the station. The service has earned the coxswain, Philip Burgess, and entire crew of the lifeboat a letter of thanks from the Chairman of the RNLI.

The yacht *Heptarchy*, with a crew of ten, had been taking part in a race from Helford to the French coast and was close to her destination when trouble struck. A fishing net fouled her bow and propeller as she tried to enter port in worsening weather, and in the struggle her mains'l began to give trouble.

Having decided to run back before the storm to her home port she was knocked down in Storm Force winds with damage to her sails and generator. When electrical power was eventually restored she sent out a Mayday which reached The Lizard lifeboat station at 0152.

Twenty minutes later the Tyne had launched into an extremely rough sea and was heading for the casualty. It took just over three hours to reach the yacht, the wind still exceeding 60 knots (Force 11) but with the sea and swell increasing as the lifeboat left the slight shelter of the land.

Using her VHF direction finding equipment *David Robinson* was able to locate the casualty at 0515, under bare poles and being buffeted by the very bad conditions.

'We were never so pleased to see another boat... the crew were superb'

It was not until 0550 that the coxswain finally managed to get the lifeboat into a position where a heaving line could be passed successfully, but, by managing to hold her head up long enough in a trough between the waves it was eventually passed to the yacht and a tow secured.

Making some six knots or so the lifeboat began the long tow back to the safety of Falmouth, and with the wind moderating slightly but still with an extremely heavy sea the Tyne and her tow reached the Manacles at around 1100.

Diverting into the Helford River she was able to make the casualty fast to a mooring at 1230 and was able to set out for her station an hour later, finally re-housing *David Robinson* just after 1400.

In his report of the service the station's



honorary secretary summed up the service in a few words: 'Eight exhausted men disembarked after some 12 hours service in conditions so violent they could neither eat, drink nor perform the needs of nature.'

Proud of a superb lifeboat... ten lives were saved this morning.'

Similarly the skipper of *Heptarchy*, Chris Tyler was succinct in his quote in 'The Cornishman': 'We were never so pleased to see another boat,' he said talking of the dawn moment when they first saw *David Robinson* ploughing towards them, 'the crew were superb...'

The lighter side...

From the 'Wicklow People':

'The crew of the Arklow lifeboat are involved in an unusual lifesaving mission at the moment... that of an oyster.'

'James, the oyster, is a new resident acquired by the lifeboat house after he was picked up on the Arklow Bank by Michael O'Brien.'

'Fisherman Michael was a former member of Arklow lifeboat crew for over 40 years and served half of that time as coxswain of the boat.'

'Oyster fishing was carried on in the waters around Arklow some 60 or 70 years ago but we thought that oysters living off our shores were a thing of the past. Seemingly not and James is a biggie by oyster standards, being the size of a saucer.'

'James was put in the fish tank at the lifeboat station where the crew are looking after him like a baby. Fergus Bolger of Arklow lifeboat station tells us they would appreciate advice and help from the public on how to keep James alive.'

This photograph, taken by Mechanic Roger Legge aboard The Lizard lifeboat, shows the horrendous conditions during the service to the yacht *Heptarchy*. The yacht is 56ft long, a very substantial size, yet she is dwarfed by the breaking seas



HAZARDOUS SERVICE IN GALE FORCE WINDS

Out-of-control casualty stopped by deliberately fouling propeller

Wick lifeboat was involved in an unusual, hazardous and tragic service on 15/16 May 1993 when a helicopter spotted a vessel going round in circles at full power some 14 miles south of the station.

Alerted by the coastguard at 2334 on 15 May the Tyne class *Norman Salvesen* was underway in 15 minutes and heading for the casualty at best speed into a Force 8 gale and steadily increasing seas.

Arriving at the casualty's position at 0040 she found the yacht *Stardust* motor-ing in circles at full speed with a body being dragged astern on a safety line. By this time the wind had reached severe gale Force 9 and the seas were some 20ft high.

The coxswain made several attempts to put a crew member aboard the casualty, but the conditions were so severe that this could not be done. Both lifeboat and yacht were suffering damage as they collided and several fenders and a grappling hook were lost in the attempts. It was obvious that another method had to be found and it was decided to try to stop the yacht by deliberately fouling her propeller. After several attempts in the very rough conditions a line was passed under *Stardust*, which fouled the propeller, stopping the engine. In the large seas it was still not safe to board the casualty and so the line was



then used to tow the yacht back to Wick, where the body of the yacht's owner was recovered from the sea.

Following this tragic service a substantial sum was collected at the funeral and donated to the Institution. The chief of operations has written to the station congratulating the coxswain and crew on their work in the difficult service.

Norman Salvesen was involved in a less hazardous, but nonetheless demanding, tow on 7 April this year when she successfully brought the 450-ton cargo vessel *Eilean Mo Grhidh* to safety after her engines had failed and the tide was sweeping her away to the north. The 47ft Tyne class managed a speed of four knots with the very much larger cargo vessel in tow in a Force 5 with a 6ft to 9ft swell. The casualty is pictured from the lifeboat making good progress towards Wick where she was safely moored.

Rescuers rescued

Dun Laoghaire's D class inflatable was involved in a service at the very limits for the class of lifeboat when she went to the aid of a capsized safety boat on 26 May 1993.

The inflatable had been on exercise inside Dun Laoghaire harbour when it was learned that the 17ft sailing club rescue boat had capsized and was in breaking surf with three people aboard. With the all-weather lifeboat following to provide back-up the ILB made for the scene and found the casualty off a dangerous lee shore in a SE Force 4 to 5 with a swell some 10ft high breaking heavily on the breakwater.

Entering the surf the D class was able to take off the three men clinging to the upturned hull and transfer them to the all-weather lifeboat – which was lying off in deeper water. The Waveney then escorted the inflatable back to the shelter of the harbour.

Strong offshore wind results in four calls in an hour

Hayling Island's Atlantic 21 *Aldershot* had a very busy hour or so on 8 May when she was afloat on exercise and then dealt with several casualties in quick succession.

At 1334, while already afloat with Selsey lifeboat in support of a special fundraising event and standing-by near the Winner buoy, a coastguard mobile reported a boardsailor in difficulties off Gunner Point.

The wind was Force 6 to 7 from the NE, an offshore wind in the area. While en route to the casualty the mobile reported that a yacht had picked up the casualty – but that a second boardsailor appeared to be in difficulties in the same area.

This boardsailor and his rig was picked up and put ashore at South Hayling Beach, but while doing so another rig was seen drifting out to sea. This belonged to the first casualty, and was recovered and brought ashore. While bringing this rig ashore a third boardsailor was seen waving for assistance. Having taken him ashore the lifeboat headed for Langstone Harbour, where the yacht which had picked up the first casualty was now moored. However, while taking him and his board ashore the crew of the Atlantic spotted a fourth boardsailor waving for assistance on the South Winner Bank... He was also recovered and both men were landed at South Hayling Beach before *Aldershot* returned to her rendezvous with Selsey lifeboat at the entrance to Chichester Harbour.



INSHORE LIFEBOATS IN FLOOD RELIEF WORK

Four lifeboats evacuate hundreds from severe flooding

Inshore lifeboats on the North Wales coast were once again called in to help with relief work when floods hit the Llandudno area on 10 and 11 June 1993.

D class lifeboats and lifeboatmen from Conwy, Llandudno, Rhyl and Flint were involved, with some making long journeys by road. Although quite severely flooded Llandudno's boathouse became the local Coastguard operation's centre, as it still had an operational VHF radio, telephone and heating – which was more than could be said for the Coastguard's building nearby.

All four stations have received letters from the chief of operations thanking them and commending them for their toils.

Conwy's D class was towed to the

flooded area at 1845 and evacuated numerous people, returning for essential medication and to check the still-live electric sub-stations before being stood down at 0200.

Llandudno's ILB was in the thick of the flooded area and boat and crew were able to help some 180 people to safety in what are recorded as three separate 'launches' at 1930 on 10 June (until 0130), and 0725 (until 1700) and 1730 (until 1945) on 11 June. The honorary secretary also added that four budgies, two canaries and two cats should be included in the list.

Rhyl ILB was alerted at 1945 and was towed to the stricken area behind the station mechanic's car. Boat and crew worked alongside the other lifeboats and rescue



services until being stood down at 2300.

Flint's lifeboat was underway at 2140, making the 40 mile passage to Llandudno by road behind the station's LandRover. Boat, vehicle and crew were used to ferry people from the water to places of safety and they were eventually stood down at 0120 on 11 June.

Survivors cling to upturned hull

Selsey's Tyne class lifeboat *City of London* was called to the rescue of three Dutch sailors on 2 June 1993 when their 34ft yacht lost its ballast keel and capsized off Selsey during a fierce squall in the early hours of the morning.

The crew of the yacht, on passage from Hamble to Rotterdam, did not have time to send a distress signal nor don lifejackets and had been clinging to the upturned hull for four hours before being spotted by the crews of two fishing vessels.

Having taken the survivors aboard the fishermen notified the coastguard, and the Selsey lifeboat launched at 0512 to bring the three people ashore. They were trans-

ferred to the lifeboat and then landed at the boathouse from where they were taken by ambulance to hospital for a check-up. All three were unhurt but extremely cold. Honorary Secretary Clive Cockayne told the local newspaper they had been incredibly lucky as the sea was very calm and there was little wind: 'Even at this time of the year it can be very cold and rough off Selsey. They are very lucky to be alive.'

The lifeboat later returned to the casualty and towed her into Chichester Harbour, where she was craned out of the water with surprisingly little damage apart from a broken mast and the missing keel.



Selsey's Tyne class lifeboat *City of London* tows the wreck of the 34ft yacht *Robbery* into Chichester Harbour after she had capsized and lost her keel.
(Photograph Observer Series)



DISABLED CASUALTY DRAGGING ON TO LEE SHORE

Difficult tow for Tyne in onshore Gale gusting to over 50 knots

The Director of the the RNLI has written to Moelfre lifeboat station expressing his thanks 'for a fine service in adverse conditions' by the coxswain and crew of the station's Tyne class lifeboat *Robert and Violet*. The letter followed a service in winds of up to 60 knots on 26 May 1993.

A 55ft motor yacht, *Samsoon*, had anchored off Moelfre close to the fleet which had gathered to commemorate the 50th anniversary of the Battle of the Atlantic when her anchor began to drag. The anchor winch also jammed and she was having trouble with one of her engines.

The vessel was thought to be about a mile offshore, and the Coastguard asked for the lifeboat to be put on stand-by, but when it was discovered that she was in fact only a few hundred yards off Moelfre island a further request was made at 0855 for an immediate launch. By coincidence the yacht was only a few yards away from where the *Hidlea* had gone ashore in 1959.

Escort

Robert and Violet launched into an easterly gale, with gusts of over 50 knots recorded by the naval vessels anchored two miles offshore, and made for the casualty. Having been advised that the motor yacht had one engine running the lifeboat coxswain suggested she slip her anchor and proceed under lifeboat escort. However, just at that point the casualty's second engine stopped so the coxswain decided to put a tow line aboard her.

In the very heavy seas, with both vessels pitching and rolling heavily, heaving lines were put across the casualty's deck but it was only at the fourth attempt that one of her crew managed to catch one—but did not make it fast correctly.

Another attempt at putting a heaving line aboard eventually succeeded and the lifeboat was able to tow *Samsoon* clear as she raised her anchor. It was decided to tow her to the Menai Straits as nearby Amlwch was congested with sheltering vessels and the entrance was subject to a heavy swell.

During the tow across Red Wharf Bay the lifeboat came across a small motor cruiser which was almost overwhelmed by the conditions and altered course to



close with her. The coxswain notified the Coastguard and an MFV which was in the bay. The MFV stood by and within 30 minutes responded to the cruiser's red flares and took her in tow while the lifeboat continued to make her way to the Menai Straits with *Samsoon*.

Conditions were very difficult in the Straits with the wind funnelling through them and, with no attempt being made to steer her, the motor cruiser continued to surge up past the lifeboat despite shortening the tow.

Mooring

With the conditions as they were the coxswain could not find a safe mooring for the casualty off Beaumaris, Bangor or even Menai and she was eventually taken to Pehryn Harbour, as the tide had flooded enough by then, and safely docked.

Moelfre lifeboat cannot be re-housed in easterly gales and so she was taken to Amlwch, where she could continue to provide cover, to await better conditions but her services were needed once more as she made her way there.

While passing through the anchored fleet she was asked to take an officer off an anchored minesweeper and in winds still gusting to over 50 knots with very bad sea conditions this was achieved successfully.

Finally making the safety of Amlwch at 1520 the navy provided transport for the lifeboat crew back to Moelfre and the coxswain to report to the Coastguard that *Robert and Violet* was available for service once again, but it was 28 hours before conditions moderated enough to allow the Tyne to be re-housed.

Portpatrick, Scotland Division

First aid skills commended

The first aid skills of Portpatrick lifeboat crew, honed on a recent first-aid course, were commended by a doctor who subsequently treated a casualty they had taken off a fishing vessel. The chief of operations subsequently wrote adding his own congratulations.

The station's Tyne class lifeboat *Mary Irene Millar* had launched at 2117 on 27 April 1993 to a fishing vessel whose skipper had an injured ankle which was bleeding profusely. Locating the vessel took 11 minutes later three lifeboat crew members were put aboard to apply first aid and managed to stem the bleeding and administer entonox and oxygen. The injured man was transferred to the lifeboat and taken back to the harbour where a doctor went aboard to supervise the setting up of a drip before the casualty was taken to hospital by ambulance.

Holyhead, West Division

D class, Tyne and X boat rescue fallen climber

Holyhead's D class inflatable was called out at 1600 on 21 April to a man who had fallen 90ft from a cliff at North Stack.

The D class was taken through rough, surging 6ft to 8ft seas three times to accomplish the rescue: first to land a cliff rescue team member who had been transferred from a helicopter; then to land three members of the station's all-weather lifeboat's crew by towing the Tyne's inflatable X boat ashore, and finally to tow off the X boat with the injured man aboard on a stretcher and transfer him to the Tyne. As the D class eased the X boat and survivor from the rocks two crew members entered the water to steady her.

Having made two more runs in through the hazardous seas to recover the rescue party the inflatable returned to her station at 1740.

Lifeboat Classes

a spotter's guide

Why are there so many different designs of lifeboat when the purpose of every lifeboat is so similar – the saving of life at sea? Surely, one might think, all lifeboats are designed to weather the worst of conditions, be as reliable as humanly possible and bring survivors safely ashore, so their designs should be very similar – perhaps even common across the board?

Alas, such an ideal is thwarted by a variety of factors, of which the different conditions around the coast, the type of casualty and the march of technology are but the three greatest.

Coastal conditions

The RNLI has undertaken to meet the Government's requirement to provide all-weather lifeboat cover around the coasts of Britain and Ireland and does so up to 50 miles out to sea. This, in overall terms, determines the general area in which a lifeboat station must be located, and the pattern of casualties within that area may narrow the ideal location still further. The number of sites suitable for keeping and launching a lifeboat in that locality will certainly be limited, and there may not be an easy option at all. The need for a readily-available crew near the station must also be taken into account when a site is considered.

Afloat Boats

The ideal location for a lifeboat is on a deep-water mooring in a sheltered harbour, with a nearby community able to provide a crew. The lifeboat can then be of a class designed to lie afloat – a type of design which involves less compromise than other classes as size and weight are determined more by the likely conditions and casualties than any other factor and the propellers do not need to be in tunnels or protected in other ways, although this useful feature is incorporated on the latest generation of 25-knot boats.

Slipway Boats

If there is no suitable harbour then a slipway launch is one of two remaining options. The boat can be kept safely out of the water and launched relatively easily in virtually any conditions. The disadvantages include returning to the slipway in bad weather, which may be tricky, and slipway-launched lifeboats sometimes

need to wait in a sheltered position until conditions moderate enough to allow rehousing. Slipway launched boats must have a number of features which make their design even more complex than afloat boats. They must have propellers which are protected from damage on the slipway and they must be small enough and light enough to handle on the slipway yet still be able to function as all-weather lifeboats. The cost of building and maintaining a slipway is high when compared with afloat or carriage-launch facilities.

Carriage Boats

Finally, if no harbour or suitable slipway site is available and the coastline consists of flat beaches a lifeboat can be launched and recovered with a special carriage and waterproof tractor. This is very labour intensive, and as the beach may be exposed recovery can be difficult and may have to be postponed in very bad weather. Again carriage-launch lifeboats are a complex design compromise. They must have propellers protected against dam-

age on the carriage, and when grounded on the beach during recovery, and they must also be light enough to haul across a beach and small enough to fit on a manageable size of carriage.

The Exceptions

Lifeboats designed primarily for slipway or carriage launching are multi-purpose boats, and local conditions sometimes dictate the use of a different class of lifeboat to that which might be expected. Salcombe's lifeboat, for example, lies afloat, but the shallow water over the harbour bar means that protected propellers would be an advantage. As a result Salcombe has a Tyne class lifeboat – a class which is usually slipway launched but which can also lie afloat when needed. A similar situation exists at several other stations. At Barmouth an even shallower draft boat is needed and a Mersey class, primarily designed for carriage launching, lies afloat there.

Similarly the restricted size of boat-house and slipway at Swanage means that a smaller, lighter Mersey class is used instead of the more usual slipway-launched Tyne class. Several other Mersey class lifeboats lie afloat or launch from slipways to meet local needs.

Inshore Lifeboats

In addition to the overall all-weather lifeboat cover the pattern of casualties can lead to a need for a lifeboat capable of rapid launching and high speeds to pro-



The Severn (left) and Trent classes will be seen in increasing numbers as they replace older classes of lifeboat. This latest generation of afloat boat incorporates propeller protection.

Lifeboat Classes ... a spotter's guide continued

vide a quick response time, plus the ability to work close inshore. The need first arose in the 1960s, with increasing leisure use of the sea and coast, and the D, C, and Atlantic classes were developed to provide the lifeboats required. Some operate from purely ILB stations and others in tandem with an all-weather lifeboat.

The simplest inshore lifeboat (ILB) is the D class inflatable, the 'standard' ILB which is used where day-time cover is required. With its single outboard engine the D class is light enough to man-handle ashore and in shallows and has sufficient sea-keeping ability to meet most ILB needs.

The C class ILB was developed to provide an inflatable with a night-time capability and for slightly more rigorous conditions. Slightly larger than a D class it has twin outboard engines but is inevitably heavier and less easy to manhandle ashore.

The rigid inflatable Atlantic was developed to provide a faster, more seakindly ILB than a pure inflatable, and although still relatively easy to manhandle it is used where the need for high speed and seakindliness outweigh portability ashore. The new Atlantic 75 is a development of the Atlantic 21 and their roles are interchangeable.

The need to provide the right lifeboat cover leads to situations where the usual ILB-only or ILB-and-all-weather situation does not apply. Southend, for example, has no all-weather lifeboat but operates an Atlantic 21 and two all-year-round D class inflatables.

Technology

With an operational life of some 20 years there will often be more than one class of lifeboat designed for a particular purpose in service at any time. The Waveney (1964), Arun (1971), Tyne (1982) and Mersey (1988) gradually replaced classes of traditional 9-knot lifeboats and the new 25-knot boats, the Trent and Severn, will gradually replace earlier afloat lifeboats.

Even now the first ideas for a new slipway boat are being formulated, to produce a lifeboat which will not enter service until at least 2003 but which will take advantage of technological advances in the 20 years since the Tyne was introduced in 1982. Lifeboat development cannot stand still, and by 2003 it will be time to look again at the replacements for the carriage-launched Mersey, introduced less than five years ago...

Arun class 46 built, all in service

All-weather lifeboat, designed to lie afloat

Length: 52ft and 54ft (15.9m and 16.5m) **Beam:** 17ft (5.18m)
Speed: 18 knots **Range:** 230 miles
First built: 1971 **Last built:** 1990
Displacement: Standard GRP boats 31 tons (wood prototype: 25 tons, steel 32 tons)
Engines: Twin Caterpillar diesels, from 460hp to 500hp each depending on age of boat

The Institution's most numerous afloat lifeboat. Identifying features include sheerline sweeping down amidships for ease of survivor recovery, prominent wheelhouse and upper steering position. Carries Y class inflatable on wheelhouse roof. 54-footers are identical to the 52-footers except for a rounded instead of a flat transom.

Operational Numbers: 52-footers are 52-01 and 52-02 (both wood construction), 52-08 to 52-29 and 52-31 to 52-46 (all GRP) in numerical order of build. The single, steel Arun is 52-030 (*initial zero indicates aluminium construction*), and the 54-footers are 54-03 to 54-07 (all GRP).

Tyne class 40 built, all in service

All-weather lifeboat, designed to for slipway launch and to lie afloat when required

Length: 47ft (14.3m) **Beam:** 14ft (4.27m)
Speed: 17.5 knots **Range:** 240 miles
First built: 1982 **Last built:** 1990
Displacement: 25 tons approx **Engines:** Twin GM diesels, 425hp each

The Institution's main slipway launched lifeboat, although eleven lie afloat at moorings. Identifying features include 'low profile' appearance of wheelhouse to fit boathouses and separate cabin aft of upper steering position. Shallow conventional sheerline and flared bow above waterline. Propellers are fully protected by substantial bilge keels. Steel construction.

Operational Numbers: 47-001 to 47-040 (*the initial zero indicates steel construction*)

Mersey class 37 built, all in service

All-weather lifeboat, designed primarily for carriage launching but can lie afloat or be slipway launched when required

Length: 38ft (11.6m) **Beam:** 13ft (4m)
Speed: 16 knots **Range:** 140 miles
First built: 1988 **Last built:** 1993
Displacement: 14 tons approx **Engines:** Twin Caterpillar diesels, 285hp each

The Institution's main carriage launched lifeboat, although some lie afloat at moorings or are slipway launched. Identifying features include slightly 'boxy' wheelhouse set well aft and sheerline flattened towards the bow. Propellers are fully protected by partial tunnels in the hull and substantial bilge keels. Aluminium or Fibre Reinforced Composite (FRC) construction.

Operational Numbers: 12-001 to 12-010 (*the initial zero indicates aluminium construction*) and 12-11 to 12-37 (FRC)

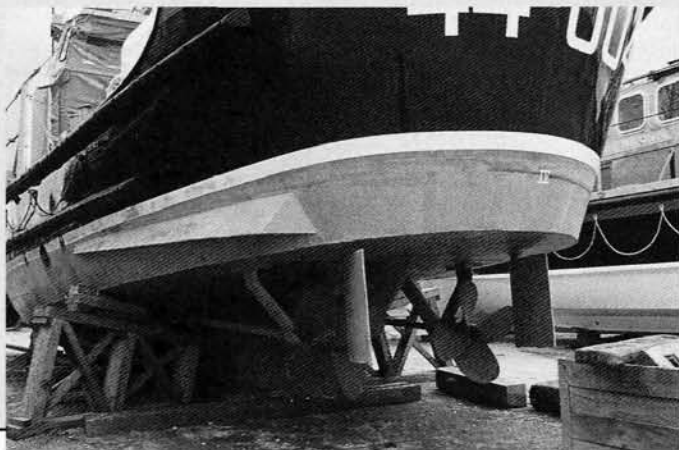
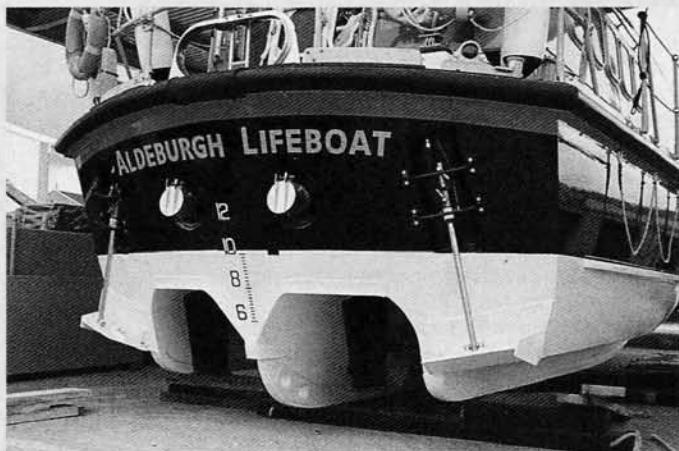
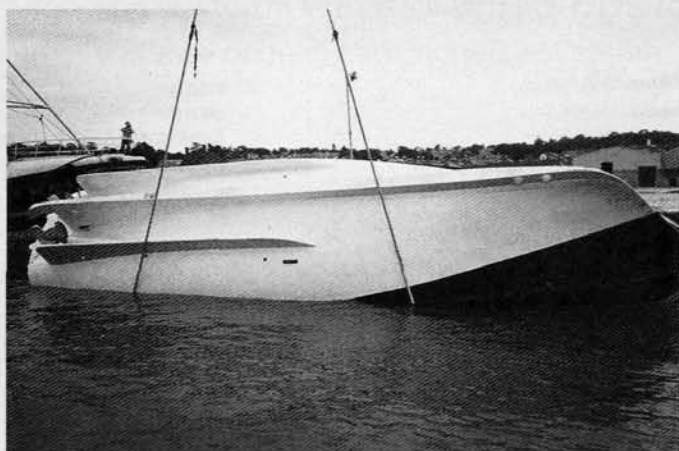
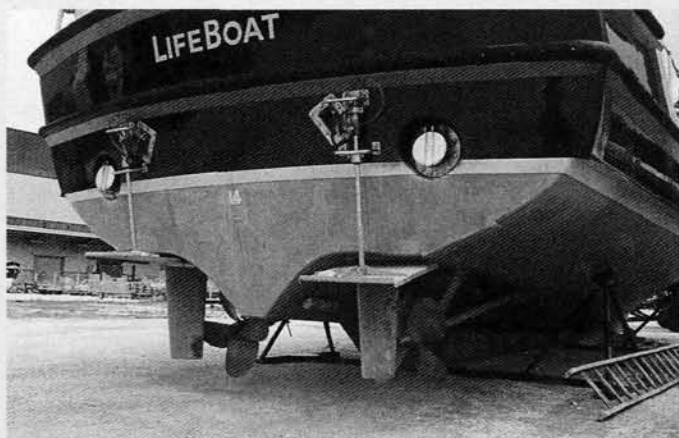
Waveney class 32 built, all in service

All-weather lifeboat, designed to lie afloat

Length: 44ft (13.4m) **Beam:** 12ft (3.66m)
Speed: 15.5 knots **Range:** 190 miles
First built: 1964 **Last built:** 1982
Displacement: 18.5 tons approx **Engines:** Twin Caterpillar or GM diesels, 203hp to 250hp each

The Institution's first 'fast' lifeboat, based on US Coastguard cutter (the prototype was built in the USA). Identifying features include 'cut-out' in sheerline from wheelhouse aft, tall almost 'sentry box' wheelhouse and separate cabin set well aft, noticeably rounded transom. Propellers not protected. Steel construction.

Operational Numbers: 44-001 to 44-032 (*the initial zero indicates steel construction*)



Lifeboat Classes

... a spotter's guide, continued

Thames class 2 built, 2 in service

All-weather lifeboat, designed to lie afloat

Length: 50ft (15.2m)	Beam: 14ft 6in (4.42m)
Speed: 17.5 knots	Range: 210 miles
First built: 1973	Last built: 1976
Displacement: 24.75 and 27.2 tons	Engines: Twin GM diesels, 290hp each

In many respects a larger version of the Waveney class for stations requiring a larger afloat lifeboat. Identifying features: similar to Waveney, but larger and with much less obvious 'cut-out' in sheerline and less rounded transom. Wheelhouse looks less tall than Waveney. Steel construction.

Operational Numbers: 50-001 and 50-002 (*Initial zero indicates steel construction*)



Brede class 12 built, 7 in service

Intermediate lifeboat, designed to lie afloat

Length: 33ft (10m)	Beam: 11ft 6in (3.5m)
Speed: 18.5 knots	Range: 140 miles
First built: 1982	Last built: 1985
Displacement: 9 tons approx	Engines: Twin Caterpillar diesels, 203hp each

Designed to lie afloat at moorings at stations not requiring an all-weather lifeboat, although Bredes can operate in virtually any conditions experienced at the stations to which they are allocated. Based on a commercial hull the identifying features include their relatively small size, a 'pilot boat' appearance and a fairly bulky wheelhouse. Shallow, slightly reversed sheerline. Propellers not protected. GRP construction.

Operational Numbers: 33-06 to 33-12 (earlier boats withdrawn from service)



Trent class prototype only

All-weather lifeboat, designed to lie afloat but with protected propellers to take the ground if required

Length: 45ft 11in (14m)	Beam: 14ft 10in (4.53m)
Speed: 25 knots	Range: 250 miles
First built: 1992 (prototype)	Last built: Current build programme
Displacement: 25.5 tons approx	Engines: Twin MAN diesels, 808hp each

(*Prototype currently fitted with two Perkins diesels for evaluation*)

A new class of 25-knot lifeboat to replace current afloat boats as they reach the end of their service lives. Identifying features include sheerline sweeping down for survivor recovery, Tall wheelhouse with prominent upper steering position – which will be slightly further forward on production boats. First 'hard chine' hull design for RNLI. Propellers fully protected by substantial bilge keels. Fibre Reinforced Composite (FRC) construction.

Operational Numbers: 14-01 onwards (*prototype only built as at August 1993*)



Severn class prototype only

All-weather lifeboat, designed to lie afloat but with protected propellers to take the ground if required

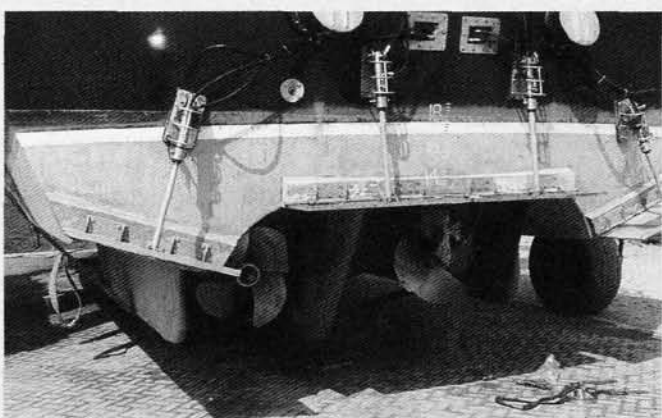
Length: 55ft 9in (17m)	Beam: 18ft (5.5m)
Speed: 25 knots	Range: 250 miles
First built: 1992 (prototype)	Last built: Current build programme
Displacement: 37.5 tons approx	Engines: Twin Caterpillar diesels, 1,050hp each

A new class of 25-knot lifeboat to replace current afloat boats as they reach the end of their service lives. Shares hull shape with Trent class. Superficial resemblance to Arun class but 'chunkier' feel all round – especially aft and visually greater freeboard. Identifying features include almost full width upper steering position. Wheelhouse will be one window shorter (from the bow) on production boats. Propellers protected by substantial bilge keels. Fibre Reinforced Composite (FRC) construction.

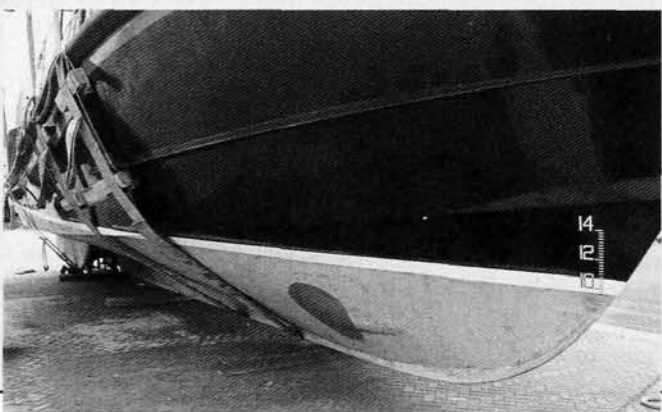
Operational Numbers: 17-01 onwards (*prototype only built as at August 1993*)



Inshore Lifeboats



The hulls of the Trent and Severn are 'Geosims', essentially the same hull form scaled to different lengths. The underwater illustrations are of the Severn, but the Trent form is identical (the circular patch is where the bow thruster has been blanked-off for trials). Note that this is the only hard-chine hull form – due to the higher speed of these two classes.



D class inflatable

Inshore lifeboat

Length: 16ft (4.9m) Speed: 20 knots
First built: 1963 Last built: current
(modified design)

The most numerous of the RNLI's Inshore lifeboat classes. Identifying features include single outboard engine and Operational Number on side tube
Current Operational Numbers: D-292 to D-451 (changes as early boats are withdrawn and new ones added)



C class inflatable

Inshore lifeboat

Length: 17ft 6in (5.3m) Speed: 27 knots
First built: 1979 Last built: 1990

Visually similar to D class but larger and with twin engines to give night capability. Identifying features include twin outboard engines and Operational Number on side tube

Current Operational Numbers: C-509 to C-523



Atlantic 21 class rigid inflatable

Inshore lifeboat

Length: 22ft 9in (6.9m) Speed: 28 knots
First built: 1972 Last built: 1993

Fast rigid inflatable. Identifying features include GRP hull with inflatable sponsons, 'roll bar' aft carrying righting bag and Operational Number on side tube

Operational Numbers: B-511 to B595 (changes as early boats are withdrawn and replaced by Atlantic 75, below)

Atlantic 75 class rigid inflatable

Inshore lifeboat

Length: 24ft (7.3m) Speed: 32/34 knots
First built: 1993 Last built: Current

Fast rigid inflatable developed from Atlantic 21. Appearance very similar to Atlantic 21 and additional size difficult to judge. 700-series Operational Number on side tube is best guide!

Operational Numbers: B-700 onwards



PAST...AND...PRESENT

100 years ago

One hundred years ago *THE LIFEBOAT* was also looking back – another 50 years to what it termed:

A Noteworthy Jubilee

from *THE LIFEBOAT* of 1893

Fifty years ago, i.e. on the 20th October, 1842 there was laid to rest in her early grave, among the stormy surroundings of her short life, one of the greatest heroines the world has ever known. After this lapse of time the story of Grace Darling's noble exploit is worth recalling.

From the narrative of the only cabin passenger who survived, published in the *Spectator* of the following week, we learn that the steamer *Forfarshire*, bound from Hull to Dundee, met with a violent storm off St Abb's Head on September 5th, and becoming unmanageable on account of leaking boilers, drifted into the Farne Islands, where she struck in the small hours of the morning...

After giving an account of the famous rescue The Lifeboat continued:

Yet Grace Darling was of no athletic mould. William Howitt, who interviewed her a few years later, speaks of her as "not tall or handsome, her figure not striking." She was carried off by consumption in her twenty-sixth year. But sympathy gave her strength, and she must have been a skilful oarswoman, as it was entirely owing to her exertions that the coble was kept afloat while William Darling rescued those nine people.

It is nice to read in Howitt's 'Visits to Remarkable Places,' how little Grace's head was turned by her fame. Attentions and rewards were showered on her. The Duke of Northumberland gave her at Alnwick a gold watch, the Royal National Life-Boat (then Shipwreck) Institution voted her and her father its silver medal, the Humane Society sent her a vote of thanks, its president a silver teapot. Seven hundred pounds were subscribed for her, and boat-loads of curious sightseers crowded the lighthouse tower. Her exploit was ridiculously dramatised in London, and she was offered 20l. a night to appear in the play merely sitting in a boat. Yet Howitt found her a "little, simple, innocent young woman – a perfect Jeannie Deans – with the most gentle, amiable, quiet look, the sweetest smile – a thoroughly good creature – shunning public notice, even troubled at the visits of the curious" – sitting at her sewing with neatly-braided hair and plain print dress, wearing the Duke's watch and surrounded by masses of presents, chiefly books. She refused many offers of marriage, including one from the artist who came to take her portrait, because they were not quite the right thing. But the bridegroom who claimed her was Death. She was buried in Banburgh Churchyard and a memorial shrine was erected there within sight of the lonely lighthouse where she lived and died.

Today's lifeboatmen

Robin Castle has been coxswain/mechanic of Sheerness lifeboat since 1981.

In 1987 he was awarded a Bronze medal in recognition of his superb initiative, skill and courage during the famous 'October Hurricane' of that year when the Waveney class lifeboat *Helen Turnbull* rescued the two occupants of a 16ft boat on the Yantlet Flats in confused seas and a south westerly wind in excess of 90 knots.

Second coxswain Dennis Bailey and crew member Richard Rogers were accorded the Thanks of the Institution inscribed on vellum for going into the water to lay an anchor when the lifeboat grounded on the Yantlet Flats during the same service.

A full report of this service appeared in the Winter 1987/88 issue of *THE LIFEBOAT*.



Facts and Figures

Provisional statistics as at 29 July 1993 show that so far during 1993:

- The RNLI's lifeboats were launched 1,900 times (an average of more than 9 launches a day)
- 401 lives have been saved (an average of nearly two a day)
- More than 5% of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 49% 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, 124,327 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
14m Trent	-	£1,000,000*
17m Severn	-	£1,350,000*

*Estimates based on prototypes, production costs may differ

Naming Ceremonies

New lifeboats named and dedicated

Relief Fleet – Mersey class *Her Majesty the Queen*



Her Majesty The Queen and HRH Prince Philip aboard the Mersey class *Her Majesty The Queen* shortly after the naming ceremony at Ramsgate.

When *Her Majesty The Queen*, accompanied by the Duke of Edinburgh, named a new lifeboat at Ramsgate on Friday 16 July, it was an historic occasion in more ways than one. This was the first time that a lifeboat was named in honour of a reigning monarch by the sovereign in person. The name was chosen to mark the 40th anniversary of the Queen's accession to the throne, and it was only the third lifeboat to be named by the Queen, patron of the RNLI.

The Mersey class lifeboat was substantially funded from an appeal to police forces throughout the country and was crewed on the day by police officers who are also lifeboatmen.

The weather was in tune with the occasion as the sun shone and a crisp breeze fluttered the Royal Standard and RNLI ensigns. The Queen and the Duke arrived to the cheers of over 600 schoolchildren from local schools, waving union flags.

A posy was presented to the Queen by policewoman Constable Evelyn Cardy of the RUC, the widow of John Cardy who died in a road accident last year. He had helped to raise thousands of pounds towards the lifeboat.

Lt Cdr Brian Miles, Director of the RNLI, welcomed everyone present before Dr Ian Oliver, Chief Constable of Grampian Police and Chairman of the Police Lifeboat Appeal Committee, presented a commemorative parchment to the Queen and then handed over the lifeboat to Mr Michael Vernon, Chairman of the RNLI. Mr Vernon paid tribute to the 'wonderful efforts' of the police in providing the new lifeboat.

A service of dedication followed, led by the Venerable Michael Till, Archdeacon of Canterbury. Commander Miles then invited the Queen to name the lifeboat: 'I name this lifeboat *Her Majesty The Queen*. May God bless her and all who sail in her.'

The Queen and the Duke of Edinburgh spent a long time inspecting the lifeboat and meeting the crew, and then meeting members of the Ramsgate lifeboat crew and their families.

Afterwards they went on a walk-about, meeting the schoolchildren and hundreds of other well-wishers who had waited patiently. The visit concluded for the Royal couple with lunch at the Royal Temple Yacht Club among VIP guests representing the Police and the RNLI.

HD

Relief Fleet – D classes

Anthony and Jeanne Frances

On Friday 23 July 1993, the first of the two Open Days at the RNLI Headquarters and Depot, two new D class lifeboats destined for the relief fleet were handed over and named.

Commander Brian Miles, Director, opened proceedings and welcomed all present which included not only the special guests attending the joint ceremony but also the many hundreds of visitors on site at the time.

Anthony Oliver, deputy head of Fundraising and Marketing, handed over D450 on behalf of Mr and Mrs Rush, who had donated the funds for the new lifeboat in memory of their son, and later in the proceedings Mrs Rush named the lifeboat *Anthony*.

The second lifeboat, D451, was the first of two to be funded from the bequest of Miss Jeanne Frances Gibson. It was handed over by Mrs Christine Ridgwell, representing the executors and named *Jeanne Frances* by Mrs Frances Harper, a friend and neighbour of the late Miss Gibson.

Both lifeboats were accepted by the Director and described by Richard Perks, staff officer. The lifeboats were dedicated by the Reverend Stanley Holbrooke Jones, Rector of Poole.

Barrow – D class *Modeller II*

Glorious sunny weather greeted guests arriving at Barrow for the handing over ceremony and service of dedication for the station's new D class inflatable lifeboat *Modeller II* on Sunday 6 June 1993.

Chairman of Barrow station branch, Captain J.W. Green, welcomed everyone present, particularly Des Newton and other representatives of the *Modeller II* Lifeboat Appeal who had worked so hard to raise funds to provide the boat.

This is the second D class lifeboat stationed at Barrow for which modelers from across the country have raised funds.

Mr Guy Platten, deputy divisional inspector, described the lifeboat, her capabilities and role in the RNLI fleet before Des Newton, the promoter of the appeal handed the new lifeboat over to Captain A. McCourt, the honorary secretary of Barrow lifeboat station, who accepted it into the safe-keeping of the station.

The service of dedication which followed was conducted by the Reverend Leslie Fraser, assisted by Canon Cookson.

At the conclusion of the service *Modeller II* was launched and gave a demonstration of its capabilities to all those present.

SH

Relief Fleet – Trent class *Earl and Countess Mountbatten of Burma*

Thursday 17 June 1993 dawned bright and breezy for the long-awaited naming ceremony at the RNLI's Poole depot of a lifeboat funded by an appeal launched back in 1979.

William Trussler, formally handed over the new lifeboat to the RNLI in his capacity as vice chairman of the Mountbatten of Burma Lifeboat Appeal Committee, speaking of the original concept of the appeal, which began with the simple idea of naming a lifeboat after a very famous sailor to mark his 80th birthday.

The appeal was launched originally to fund the first Medina, a 40ft rigid inflatable lifeboat, but just a fortnight after the launch of the appeal Earl Mountbatten was murdered.

The appeal attracted wide support but after years of exhaustive trials the Medina did not meet the RNLI's rigorous standards and it was agreed that the money should be used for a new lifeboat design linked with the Mountbatten name. The first of the new Trent class provided that opportunity.

Mr Michael Vernon, Chairman of the RNLI, accepted the new lifeboat for use in the relief fleet, initially as temporary station lifeboat at Alderney.

The service of dedication was conducted by the Rev. Canon Neil Crawford-Jones, Vicar of Romsey, assisted by the



Countess Mountbatten puts to sea from the RNLI's Poole depot quay aboard the first Trent class lifeboat shortly after naming her *Earl and Countess Mountbatten of Burma*.

Rev. Stanley Holbrooke-Jones, Rector of Poole, the Rev. John Wren, Methodist Minister, Poole and Father Peter Webb, Parish Priest, St Mary's Roman Catholic Church, Poole.

Brian Miles, RNLI Director, who presided over the occasion and who had earlier welcomed all those present, then invited the Countess Mountbatten of Burma to name the new lifeboat.

In naming the new lifeboat *Earl and Countess Mountbatten of Burma*, Countess Mountbatten said she could think of no better place than Poole for the ceremony. It was here that the design was conceived and it was RNLI naval archi-

ects and technicians who carried the 25 knot design to reality. 'This new lifeboat,' she said, 'is a reflection of the modern and dynamic nature of the Institution'.

Before naming the lifeboat Countess Mountbatten received a painting of the new lifeboat from Mr Christopher Southcombe, honorary treasurer of the Rame Peninsula branch, and during the ceremony Mr Brian Williams, chairman of the Rame Peninsula branch presented the music of 'The Lifeboatmen March' to Mr Vernon and it was subsequently played by the Band of HM Royal Marines, Commandos which also provided music during the ceremony. **AO**

Fleetwood – Mersey class *Fisherman's Friend*

A new Mersey class lifeboat for the relief fleet was named and dedicated at Fleetwood on 15 June 1993.

A promotion by Lofthouses of Fleetwood, from sales of their Fisherman's Friend lozenges, provided substantial funds for this lifeboat together with the proceeds of the Royal Bank of Scotland's affinity card and other gifts and legacies.

The naming ceremony took place at

the marina in Fleetwood, not so long ago the scene of the naming ceremony of the station's own Tyne class lifeboat.

An enthusiastic crowd gathered on a cool overcast day to enjoy music with a nautical theme provided by British Nuclear Fuels Band before the proceedings were formally opened by Frank Hardman, chairman of Fleetwood station branch.

The deputy director of the RNLI, Ray Kipling, described the boat and said that she had already served on relief at

Ramsey, Isle of Man and shortly would go to Llandudno.

Mr Tony Lofthouse, chairman of Lofthouses, briefly referred to his interest in the sea and the RNLI before formally handing the boat to Anthony Hannay, a member of the Institution's committee of management, for use in the relief fleet.

The station chaplain of Fleetwood, the Reverend John Cayton, led the service of dedication assisted by Father Brian McMahon of St Mary's Roman Catholic church in Fleetwood, the Reverend Les Fraser, former RNLI deputy regional organiser for the north west and the Reverend Ian Sumner of Fleetwood Methodist church.

At the conclusion of the service Ray Kipling invited a delighted Mrs Lofthouse to step forward and name the lifeboat *Fisherman's Friend*.

At the end of the ceremony the official party boarded the lifeboat for a short trip. **JT**

Cromer – D class *Chloe*

Cromer's D class lifeboat *Chloe* was dedicated at a ceremony at the lifeboat house on Sunday 11 July 1993.

The lifeboat has been provided by a generous gift from Miss Iris Buckle of Cockfosters, Hertfordshire and is named in memory of her mother Chloe Long who was born at Hemsby, Norfolk in 1889.

Proceedings were opened by Major Anthony de G. Webster, chairman of Cromer station branch and after Anthony Oliver, deputy head of fundraising and marketing had handed over the lifeboat into the care of John Leeds, the station's deputy launching authority a service of dedication was conducted by the Reverend David Hayden, vicar of Cromer.



The Mersey class *Fisherman's Friend* lies in the marina at Fleetwood under the watchful eye of the band during her naming ceremony. (

Photo Jeff Morris)

AFFINITY WITH



DO YOU USE A CREDIT CARD?

If you do, or you are considering re-arranging your finances in any way you could be helping directly to fund the RNLI with every transaction you make.

Not only will The Royal Bank of Scotland pay the Institution £5 for every RNLI Card issued, but a payment is made every time the Card is used.



**OVER £500,000 HAS BEEN RAISED FOR THE RNLI AND
YOU CAN HELP TO INCREASE THIS SUM.**



The propellers and stern gear on *Bingo Lifeline* were directly funded by RNLI Cardholders.

RNLI MasterCard benefits to you:-

- 24 hour helpline if your Card is lost or stolen.
- Free Travel Accident Insurance up to £50,000.
- Royal Bank of Scotland Holiday Service.
- Optional Cardholder Protection Plan in case of illness, accident or unemployment.
- Accepted in over 400,000 outlets in UK and over 10 million locations worldwide.
- Optional Card Registration Service.

Note: Credit facilities and information about them are not available to persons under the age of 18 years. Full written credit details are available on request.

... STOP PRESS ... STOP PRESS ...

*Apply for your MasterCard now and the annual subscription is not payable until January 1994
For further details telephone 0702 362355 or fill in the coupon below*



Brian Miles
Director

'The Partnership with The Royal Bank of Scotland has proved to be of great benefit to the RNLI with the major proportion of income derived from the amount of use our supporters make of the card. Remember too, that you do not need to have an account with The Royal Bank of Scotland, nor do you need to be a member of the RNLI in order to apply for the MasterCard'

B. Miles

I should like to apply for an RNLI MasterCard
Please send details and an application form to the address below:

TITLE INITIALS
(Please print)
SURNAME
(Please print)
ADDRESS
.....
..... POSTCODE

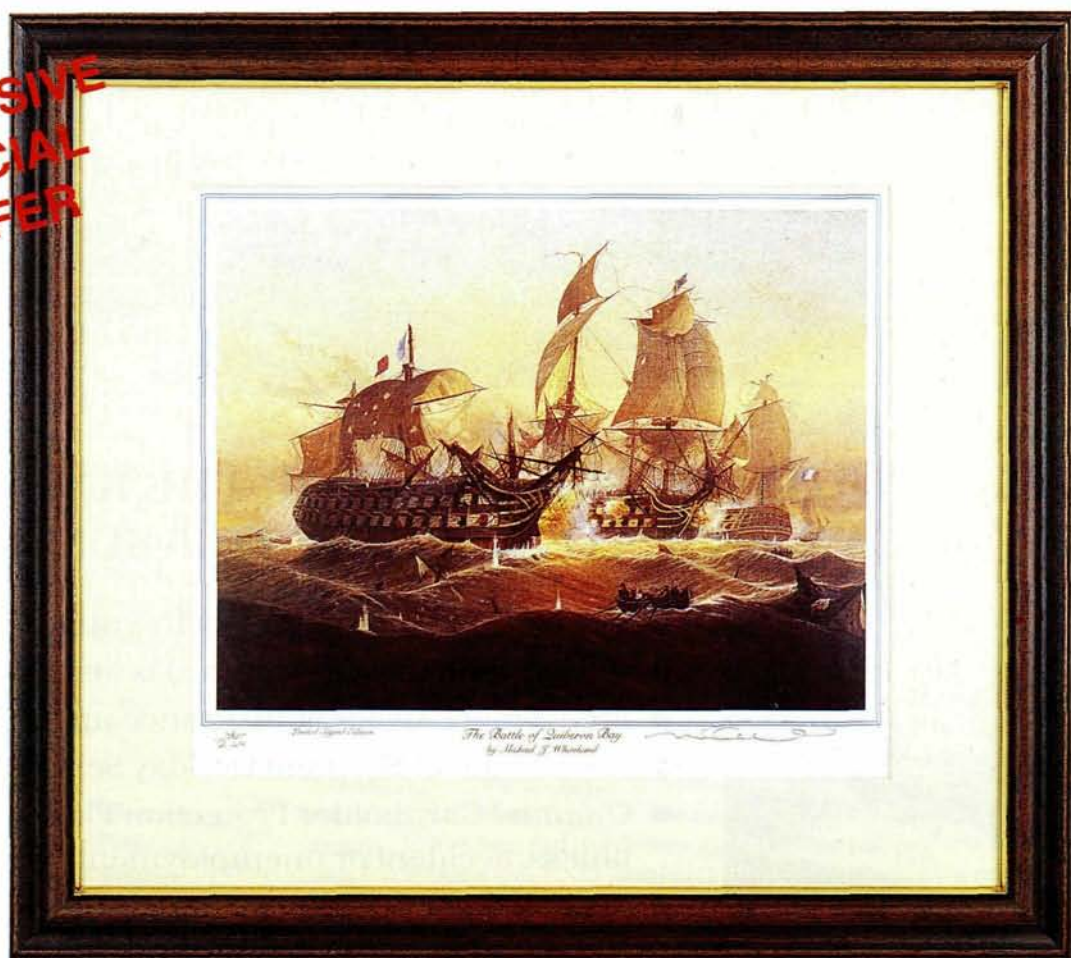
Send this coupon or write quoting RNLI/4/93 to:

The Royal Bank of Scotland, Credit Card Centre, 200 Priory Crescent,
Southend-on-Sea. SS99 9EE

RNLI/10/93

A SUPERB SET OF FOUR BEAUTIFULLY FRAMED PRINTS
LIMITED TO A VERY LOW 250 IMPRESSIONS SIGNED AND
EACH PRINT IS MOUNTED AND FRAMED IN A BEAUTIFUL FRAME

**EXCLUSIVE
SPECIAL
OFFER**



THE BATTLE OF QUIBERON BAY

EACH BEAUTIFUL PRINT IS LIMITED TO ONLY 250 ARTIST SIGNED
 DETAILED INFORMATION OF EACH PRINT SUPPLIED

A superb set of M. J. Whitehand fine art maritime prints. All beautifully framed in a quality polished hardwood teak moulding profiled and with an angled gold inset. A 2mm thick hand cut cream mount enhances both frame and image making them a splendour in any home or office. Realistically priced at £65 each plus postage (see order form). These prints are truly a sound investment for all who love the sea, ships and historical maritime pictures. A convenient size of 18"x16" including frame and mount make them ideal to hang in pairs, a block of four, or indeed individually. Each framed print is supplied with an authenticity certificate and signed by the artist over an embossed impression. You may purchase a pair, a set of four, singly or we can reserve you a set to be paid for monthly and we will despatch your framed print on receipt of each payment.

REMEMBER THESE FINE ART PRINTS ARE LIMITED TO ONLY 250. AN EXTREMELY LOW NUMBER OF IMPRESSIONS MAKING THEM VERY COLLECTABLE AND SURELY A VERY RARE ITEM INDEED.

This special offer also includes this **free artist signed proof** fine quality print, The Big 'J' yachts off the Needles (value £89.92) if you purchase a full set of the above prints. This beautiful yachting print by M.J.Whitehand will be sent to you on full payment for the set of four.



THE BIG 'J' YACHTS OFF THE NEEDLES
 SIZE 25 1/4 x 17 3/4 INC. BORDER

FRAMED LIMITED EDITION FINE ART PRINTS
AND EMBOSSED BY THE ARTIST MICHAEL .J. WHITEHAND
HARDWOOD POLISHED TEAK FRAME AND READY TO HANG.



H.M.S. SERAPIS OFF FLAMBOROUGH HEAD



THE BATTLE OF QUIBERON BAY



HUMBER SUNSET



GRANDFATHERS SHIP (WHITBY)

All prints are mounted and framed with a polished hardwood to a convenient size of 18" x 16" and ready for hanging.



SEND ORDER FORM TO MARINE PRINT, 'LLIMWOLD', STATION ROAD, GARTON
(CHEQUES PAYABLE TO MARINE PRINT) DRIFFIELD E. YORKS YO25 0EX

TEL: (0377) 241074 day or night

Tick box for print required

Quiberon Bay (Battle)

£65

BLOCK CAPITALS PLEASE

NAME _____ TEL: _____

ADDRESS _____

H.M.S. Serapis off Flamboro Head

£65

Grandfathers Ship (Whitby)

£65

Humber Sunset

£65

Any pair (save £5)

£125

Full set (save £10)

£250

10

VISA, ACCESS, MASTERCARD No

[illegible]

EXP. DATE _____ SIGN _____

POSTAGE SINGLE £8 - PAIR £10 - FULL SET £12
ALLOW 10 TO 28 DAYS DELIVERY

**NOTE OVERSEAS POSTAGE PLEASE 50%
OUTSIDE EUROPE ADD 100%**

Total Amount £.....

The 1993 RNLI Headquarters and Depot Open Days

The RNLI's Open Days on 23 and 24 July were more popular than in any previous year, with more visitors, more displays and more things to see than ever before. With free access to two separate sites accurate estimates of the numbers attending are impossible – but a useful guide is the number of people who took the guided tour of the headquarters building, which was fully subscribed at 1,060.

Space does not allow a full description of all the events, but among them were capsize and righting drills for inshore lifeboats, helicopter winching demonstrations, visits to the new Trent and Severn class lifeboats, tours of the operations and technical sections, displays on the work of all the support departments the workshops and of Cowes Inshore Lifeboat Centre, treasure hunts for the children, loading and unloading boats from the transport, hands-on navigation and communications demonstrations. There were even two D class naming ceremonies.

Many visitors travelled long distances to the event, and their interest and support gave great encouragement to the staff who had worked hard to prepare the event and who willingly gave up their Saturday to man the various activities.



Above: Visitors watch the Atlantic 21 right herself after a deliberate capsize.

Below left: Staff Officer Operations, Mike Pennell (extreme left) explains the mysteries of the Central Operations and Information Room during a headquarters tour. **Below:** Celebrity autographs – fresh from appearances on the small screen Salcombe coxswain Frank Smith signs copies of a print of the Salcombe lifeboat.



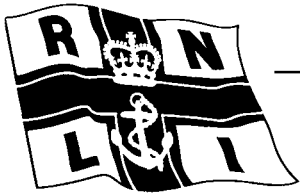
Left: RNLI senior driver George Dadds makes loading an Atlantic 21 look far too easy as he slips it on to the bed of his Mercedes. The truck is used mainly for long-haul work to Scotland and Ireland.

Below: Some of the myriad items made at Cowes Inshore Lifeboat Centre to turn inflatables into inflatable lifeboats intrigue young visitors.



Left: Who can resist the appeal of a Spaniel's liquid eyes? Very few it seems as 'Rusty', aided and abetted by owner Judy Crisp from the depot administration staff, filled a succession of boxes to collect just short of £100!





Membership News

Governors • Shoreline • Storm Force

Every little extra helps - covenants explained

One of the messages we are constantly trying to put across is that all members should consider 'covenanting' their membership subscription.

Undoubtedly, the vast majority of RNLI members pay UK income tax and are, therefore, eligible further to help the RNLI simply by signing a covenant in its favour. However as yet only a third have done so.

It appears that many people are still confused and cautious, for example about how a covenant might affect their tax situation and whether or not they qualify to sign one in the first place.

Essentially, the principle 'rules' are simple, and the following very brief summary gives the key points relating to covenants:

- If you are resident in the UK you almost certainly pay income tax on your income - salary, pension or on the interest from savings. This payment of income tax qualifies you to sign a covenant.

There are a few exceptions to qualifying, for example if you live and work abroad and pay no UK income tax.

- If you give an amount of your income to charity (as a donation or membership subscription) the charity is able to reclaim the tax you have already paid to the Inland Revenue on that same amount. For example, if you receive taxable income (wage, salary, pension etc) of £40, you will be left with a net income of £30, having paid £10 income tax (based on a 25% rate of tax) to the Inland Revenue. (If you pay income tax at a higher rate (eg 40%) you will pay more than £10 and receive a net amount of less than £30.)

- If we assume you give your £30 to the RNLI, perhaps as an Annual Governorship subscription, a covenant will enable the RNLI to ask for the £10 tax back from the Inland Revenue. This makes your contribution of £30 actually worth £40 to the RNLI.

- Covenants are simply an agreement between the Inland Revenue and the RNLI, enabling the RNLI to claim back tax because of its 'charitable status'.

- Signing a covenant will **not** affect you or your tax position and will certainly not result in a visit from the taxman! The covenant is simply a declaration that you pay income tax and that you will make a contribution to a particular charity each year. If you pay income tax at the higher rate there are even some personal advantages to be gained through covenanting your contribution to the RNLI.

- The amount of income tax you pay is only of importance if in any year it is less than the amount the RNLI wishes to claim back from the Inland Revenue. The RNLI could not claim back the £10 tax if you had not paid at least this amount to the Inland Revenue during that year.

- The only mandatory condition of signing a covenant is that you must 'promise' to make your contribution annually to the RNLI for at least four years. Beyond this period, the covenant will remain valid only while you continue your contributions.

So in summary, a covenant will not affect your tax position, increases the value of your contribution to charity at no cost to yourself - and should be considered by all who give regularly to charity.

The sheet of paper to which your address label was affixed for posting this issue contains a simple covenant form. Please do consider using this form if you pay an annual subscription for

Shoreline or Joint Shoreline membership or Annual Governorship. If you are unsure whether or not you have already covenanted your subscription see the sheet for advice and guidance.

Don't miss this opportunity to increase the value of subscription to the RNLI by a third - at no cost to yourself.

Gift Membership

We constantly receive letters from members praising the quality and interesting content of *THE LIFEBOAT*. So we thought: what better gift to give to a friend this Christmas, than a year's worth of *THE LIFEBOAT*?

Enclosed with this issue is a gift membership leaflet. You can use this to make a gift of RNLI membership to a friend, neighbour or relative who would enjoy reading our regular journal and being a part of the RNLI.

They may simply find interest in learning about the lifeboat service and the dedication of the crews - after all, there are some wonderful stories of courage and dramatic rescues in these pages; or they may have an active interest in sailing or boating and find the technical and operational aspects of running the lifeboat service fascinating.

As well as providing enjoyment and interest, the gift subscription will, of course, further help the work of the RNLI.

It's a unique and thoughtful gift idea, especially with Christmas looming!

Membership cards

Following our request in the Summer issue of *THE LIFEBOAT*, we have received numerous letters on the subject of membership cards.

There has been a truly mixed reaction to our questions about how useful or important you think are membership cards. We are not attempting to make any decisions in the near future, but would like your guidance on the purpose and value of these cards. If you would like to share your thoughts, please write to Neil G. Morris, Membership Marketing Manager at RNLI headquarters in Poole.

Problems?

Please remember that help is always at hand should you ever have any problems with your membership.

We may not always be able immediately to answer all your queries fully, but we will certainly take the details and return your call with an answer.

Simply phone (0202) 671133 and ask for Membership Services. Please have your membership number handy when you call, as this will help us to answer your query more quickly.

Storm Force

Enclosed with this issue is a membership form for Storm Force - the under-16 section of the membership scheme. Storm Force is going from strength to strength, with more members, more activities and a constantly up-dated quarterly Storm Force News. If there is anyone in your family under 16 why not use the form to enrol them in Storm Force for just £3?

Y o u r L E T T E R S



Pass them on...

The letters regarding 'passing on' THE LIFEBOAT interested me as I too have done this for a number of years, taking the journal to our local doctors' surgery and, more recently, sending them on a journey of 6,000 miles!

A very good friend of mine who resides on Vancouver Island, British Columbia, has long had an interest in our lifeboat organisation, and has contributed many stamps for the RNLI stamp appeal.

She has been reluctant to dispose of the journal by throwing it away so she now takes each copy to *her* local library. Just recently I received a further batch of stamps from a lady who reads the journal and who lives in Victoria, Vancouver Island. So it seems as if our journal is getting some good publicity in a very far away land.

The stamp project at Dartmoor Prison, was the brainchild of Senior Officer Les Blake and in the ten years they have been collecting used stamps he, and his helpers, have raised over £90,000 for the Institution.

Ken Eyre, Sheffield.

... I always give my copy of THE LIFEBOAT to my splendid public library which has a stand for just such a purpose.

**Joan Morgan,
Henley-on-Thames, Oxon.**

Thanks from the crews of two casualties

Monday 31 May 1993 was a busy day for Walton and Frinton lifeboat, and her efforts were appreciated as these two letters to the station show:

I am writing to express my sincere thanks to the coxswain and crew of the Walton and Frinton lifeboat who came to my assistance on Monday 31 May 1993.

My 10m yacht *Jay Jay* was dismasted approximately three miles of Walton Point, unfortunately at the same time suffering from an engine problem.

You will appreciate, laying side on to a rolling sea, this was not the easiest place to try and recover our rig.

It would be an understatement to say how pleased we were to see the lifeboat approaching. The very professional manner with which the two crew members who boarded us completely took over the situation was very reassuring and it is with great respect to you all that sailors like myself can sail relaxed in the knowledge that you are never far away.

As a long standing sailor I have always donated willingly to the RNLI but will certainly dig further into my pockets in the future and ensure that all members of my club do the same.

In conclusion I again express my sincere thanks and will be eternally grateful to you all.

**C. Nugent,
Billericay, Essex**

My boat *Flying Tackle* was the second casualty looked after by Coxswain Kemp and his crew on Monday afternoon. They were marvellous.

There was a strong wind warning in force but I was quite confident that the three of us could cope given past experience of the boat which though four-and-a-half-years-old is well maintained by a yard. We reached a point about one mile N of Gunfleet, intending to sail to Bradwell but one of the crew felt very queasy so we decided to return to Shotley.

All seemed to be going well when a combination of two large waves and a particularly strong gust laid us flat or nearly so. The rudder fractured and jammed so we could not steer. We tried to steer by oar but that was quite useless. We were being blown inshore and so I called the Coastguard and then anchored.

The Coastguard were quick, helpful and reassuring and we were greatly relieved to hear your lifeboat on the air and then see her moving from Walton Pier.

We had some difficulty in recovering our heavy anchor but Coxswain Kemp helped to pull it clear and we were back in Shotley by 1900.

It is almost a cliché nowadays to praise the crew of lifeboats. The public at large and yachtsmen in particular know what fine men man our lifeboats. We have become accustomed to the image of the unflappable, courteous, determined seamanship and brave lifeboatmen.

I have no doubt that the eleven men who looked after us so well fully justify that image.

The crew of *Flying Tackle* are most grateful to you and your crew of the Walton and Frinton lifeboat. I gave a cheque to the coxswain as a contribution to the crew funds and I now enclose a donation to the RNLI, together with a promise that my wife and I will try even harder in our local collecting efforts next lifeboat week.

Again our thanks to the crew, to you and to the RNLI.

**I.G.S. Groundwater,
Peterborough.**

Helping Hand

Information required...

As a member of the Lifeboat Enthusiasts' Society I have recently completed a model of *Good Shepherd*. I am now endeavouring to compile a pictorial history of her career in the relief fleet. Whilst many station honorary secretaries have been able to help with photographs, some were unable to locate any at all.

I am hoping that your readers will be able to assist me with photographs from the following places

R Wright & Son, Derby (now closed) Jan 1985 - July 1986; William Osborne's boatyard, Littlehampton July 86 - Dec 87; Poole 40 hour trials Feb 88; Angle May 89 - Sept 89; Barrow Dec 90 - May 91; Baltimore Oct 91 - Feb 92; Arranmore March 92 - Sept 92; Wicklow Feb 93 - March 93, plus any of the boatyards that have carried out work on her. To help with identification the number on her hull is 47-012.

I will, of course, be happy to receive photographs or information from any of her relief duty stations. Any other facts about this particular lifeboat will be most welcome.

**David Cottrell,
160 Sherrards Way, Barnet, Herts EN5 2BN**

On the small screen

I must congratulate the RNLI and ITV for the excellent series on the Salcombe lifeboat shown recently.

As a regular visitor with a mooring there, I am a little upset that you have given the game away, now everyone knows what a beautiful place it is.

I may be able to help any other readers who purchased the superb colour print of *Baltic Exchange 2* and her crew, and are now struggling to find a frame to fit it. The answer I found after much searching is a certificate frame which comes at 11 3/4in x 8 1/4in and needs only minimal trimming to the surround.

J.H. MacDonald, Coventry.

(A video of the first three episodes of the series is available from RNLI Sales, West Quay Road, Poole BH15 1HZ at £10.99) and can also be hired from the RNLI's agency - Education Distribution Service)

Congratulations to the Sennen Cove lifeboat station in producing such a superb video*, the best ever produced.

My wife bought it for my birthday present, the best I've ever had, and to know the money goes to such a worthwhile cause. Anyone interested in the RNLI should purchase a copy - it's worth every penny.

G.A. Watkins, Thame, Oxon.

*The video, 'Boat's Wanted', was reviewed in our Summer 1993 issue.

The mystery photographs published in *People and Places* in our Summer 1993 issue generated a large number of letters and phone calls - with the consensus being that the subject was Lynmouth in Devon.

Our thanks to everyone who took the trouble to write or phone, and our apologies for not being able to include every letter which we received.

The place is Lynmouth on the Bristol Channel, between Ilfracombe and Minehead. The name of the lifeboat is *Prichard Frederick Gainer*.

I would suggest the occasion for the lifeboat to be on the quay and not in the boathouse would be the inspector's visit or Lifeboat Day which was the biggest day of the year in Lynmouth. I would say the date would be around 1928-1933.

The old capstan with which we hauled the boat up is still situated on the quay.

The hill in the background of the middle picture is the North Foreland which is one of the highest sea cliffs in England. The hill in the background of the bottom picture is the valley of Rocks.

Ray Davey, Kingsteignton, Devon.

... the place is Lynmouth and I would agree that the costume suggests the twenties or early thirties. ...the lower photograph has been printed in reverse - the Foreland has swapped sides!

Grahame Farr's list of RNLI official numbers shows that the Lynmouth lifeboat for the period 1906-1944 was No. 558, a standard self-righting design named *Prichard Frederick Gainer*. Unless a reserve boat has been photographed I would hazard a guess that the boat depicted is No. 558.

R.G. Todd

National Maritime Museum,

The photos show the Lynmouth lifeboat *Prichard Frederick Gainer*, a 35ft pulling and sailing self-righter which served at Lynmouth from 1906 to 1944.

... the photos were certainly taken some time after about 1911 when the RNLI flag began to be introduced on the bows of the lifeboats and one can clearly be seen in the top left-hand photo.

Jeff Morris, honorary archivist, Lifeboat Enthusiasts' Society

...the location appears to be Lynmouth on the North Devon coast ... the capstan just visible in front of the lifeboat carriage is still there, though the breakwater was rebuilt after the 1952 flood disaster... a historic rowing lifeboat in the information centre serves as a reminder of the famous rescue in 1899 when the lifeboat *Louisa* was manhandled up Countisbury Hill and thirteen miles across Exmoor to Porlock Weir.

Martyn Nicholls, Bexley, Kent.

... yes, it is West Country, in fact Lynmouth and I agree about the 20s as I remember as a boy being at Lynmouth for Lifeboat Day held in August each year... my grandfather was a member of the lifeboat crew when it was dragged over Exmoor to Porlock in 1899, and his brother John (Jack) was coxswain.

Ronald Short, Taunton, Somerset.

Was *The Queen* a pilot boat in Lagos?

After World War 2 I went to work in British West Africa and spent the 1950s in Lagos. The Lagos pilot used an ex-UK lifeboat reputed to have been on the Mersey. As almost all the major trading and shipping firms at this time were Liverpool-based this is quite likely.

As I recall she was quite a big boat with typical self-righting end boxes, a slender fairly steeply raked funnel rising from a deckhouse amidships and a steering position at the after end.

Even after the construction of the east and west moles at the Lagos harbour entrance, the Lagos bar could be quite nasty and to watch the pilot go out with a strong southerly trade wind against a rainy season ebb tide running at around 6 knots was quite spectacular.

I do not know if this boat was *The Queen* and it seems to me unlikely that she was pre-1923, but I thought you might find this snippet of interest. In the early 1960's I left Lagos so I do not know how long the old pilot boat remained in service.

Geoffrey Price
Lymington, Hants.



I was most interested in the letter from Mr Dixon regarding the New Brighton lifeboat *Queen*.

I spent a number of years in the employ of Elder Dempster Lines on the West African service. When I first sailed with them in 1955 the pilot launch at Lagos, Nigeria, was reputed to be the ex-New Brighton lifeboat, presumably the one about which Mr Dixon enquires. The vessel had the line of a lifeboat and stood up well to the heavy swell encountered outside the port when delivering or picking up her pilots. I regret I do not know the name she went under at that time but she was owned and operated by the Nigerian Marine - the port authority for Nigeria.

She was painted in the standard grey hull and cream upperworks of their fleet and had a tall funnel and canvas tilt over the stern cockpit.

By the end of 1956 she had been replaced by a purpose-built modern style pilot boat named *Patience*. What happened to the old launch I cannot say except that she was to be seen laid up for a while in Lagos.

Please find enclosed a snapshot (left) of the old lifeboat leaving the ship in which I was serving in early 1956, just before she was replaced. **J.F. Powell, Salisbury, Wiltshire.**

That was the man...

The letter from Mr Watts in the Summer edition caught my eye and being from Sussex I well remember the disaster of the *Mary Stanford* in November 1928.

The answer to his question prompted me to look through the pages of the 'Mary Stanford Disaster' written by Geoff Hutchison and published in 1984. (the book is being updated at present - Ed)

It stated that 'Major W.B. Hacking, a committee member, lived in the village of Udimore and it was his practice on hearing the maroon to leap on his horse... But this morning the sound of the maroon could not be heard above the roaring wind and he too missed the fateful launch when so many lives were lost'.

John Pratt,
Bexhill-on-Sea, East Sussex.

... I believe the person to be a Mr Hacking who lived at Cadberaugh Farm, Udimore Road, Rye. He was killed by a flying bomb which demolished the farmhouse in 1944.

M.F. Strickland,
Pett, East Sussex.

The Fundraising Regions

As from 1 September 1993 the Central England and Southern fundraising regions ceased to exist, and their respective Regional Offices closed. The branches previously in those regions have been transferred to other regions as listed below.

The former Wales Region is now known as Wales and West Mercia Region, more accurately to reflect the area covered.

South East

From Central England:

Oxon

Banbury
Bicester
Chipping Norton
Kidlington
Windrush Valley
Woodstock and District

From Southern:

Berkshire

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

Hampshire

Aldershot
Alton
Andover
Basingstoke and District
Bishop's Waltham
Botley
Bransgore and District Guild
Calshot – Branch
Calshot – Calshot and District Fundraising Branch
Denmead/Hambledon
Eastleigh and District
Emsworth
Fareham

Farnborough
Fleet and District
Fordingbridge and District
Gosport
Hamble – Branch
Hamble – Guild
Hartley Wintney
Havant
Hayling Island – Branch
Hayling Island – Fundraising Branch
Hedge End Guild
Hythe and District
Liphook
Liss
Locks Heath and District
Lymington – Station Branch
Lymington – Branch
Lymington – Guild
Lyndhurst
Milford-on-Sea
New Milton, Barton-on-Sea
Odiham and District
Petersfield
Portchester
Portsmouth (Langstone Harbour) – Branch
Portsmouth South
Portsmouth and Southsea Guild
Portsdown
Ringwood
Romsey and District
Southampton Lifeboat Board
Southampton – Bassett and District
Southampton – Bitterne
Southampton – City and Docks
Southampton – Guild
Southampton – Shirley
Southampton – Test
Southampton – West End
Southampton – West Itchen
Southampton – Woolston
Stockbridge
Tadley and District
Totton
Waterlooville
Watership Down
Wickham/Curdridge
Winchester
Yateley

Isle of Wight

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

Oxfordshire

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

South West

From Southern:

Dorset

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

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

Wiltshire

Bradford on Avon
Calne
Chippenham
Corsham and District
Cricklade
Devizes
Highworth and District
Malmesbury and District
Marlborough and District
Melksham
Pewsey and District
Salisbury
South West Wilts
Stonehenge District
Swindon
Trowbridge
Warminster and District
Westbury
Wilton and District
Wootton Bassett and District
Wroughton and District

Channel Islands

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

East

From Central England:

Warwickshire

Alcester
Atherstone and District
Bidford-on-Avon
Coleshill and District

Henley-in-Arden
Kenilworth
Leamington Spa
Nuneaton and District
Rugby Branch
Shipston-on-Stour
Stratford-on-Avon
Warwick Guild

West Midlands

Coventry Branch
Coventry Guild

Leicestershire

Ashby de la Zouch
Hinckley and District
Leicester Branch
Leicester Guild
Loughborough Branch
Loughborough Guild
Lutterworth Guild
Market Harborough Guild
Melton Mowbray
Rutland Guild

Northants

Corby
Daventry
Kettering
Northampton Branch
Northampton Guild
Oundle
Towcester
Wellingborough Guild

North West

From Central England:

Staffordshire

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

Derbyshire

Alfreton
Ashbourne
Bolsover
Chesterfield
Clowne
City of Derby
Derwent
Duffield
Eckington
Heanor

Hope Valley
Ilkeston
Long Eaton
Matlock and Bakewell
Ripley and Belper

Wales and West Mercia

From Central England:

West Midlands

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

Worcestershire

Barnt Green and Blackwell
Guild
Broadway Guild
Bromsgrove Guild
Droitwich Guild
Evesham Guild
Malvern

Branches listed in previous issues of The Lifeboat

South East Region – Autumn 1992

RNLI, Kennet House, River Way, Uckfield, Sussex TN22 1SL
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

Wales Region – Summer 1992

(Wales and West Mercia Region as from 1 September 1993)

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, 6 King Square, Bristol BS2 8JD
Telephone: (0272) 444999 Fax: (0272) 423599

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

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

Scotland Region – Summer 1993

RNLI, Bellevue House, Hopetoun Street, Edinburgh EH7 4ND
Telephone: 031-557 9171 Fax: 031-557 6943

Organising Secretary: D. Richardson

Northern Ireland Region – Summer 1993

RNLI, 33 Saintfield Road, Belfast BT8 4AF
Telephone: (0232) 645645 Fax: (0232) 642083

Regional Manager: Mrs M. E. Duffin

RNLI branches are always pleased to hear from anyone wishing to help with fundraising activities. Anyone who would like to become involved with the work of their local branch should contact the relevant Regional Office, which will be pleased to put them in touch with a local Branch or Guild official.

Pershore
Redditch
Tenbury Wells Guild

Upton-on-Severn
Worcester Guild
Wyre Forest

Your Letters

Continued from page 95

The Mystery Lifeboat...

... the photographs are of Lynmouth, North Devon. I think they must have been taken about 1925-26. As a youngster I went with my parents for a week every Whitsuntide and again in September to Lynmouth and I have seen the lifeboat launched on several occasions though never in an emergency.

It was placed as in the first picture and decked overall on



Lifeboat Day and later launched and the crew row out in the bay. The second picture shows Countisbury Foreland in the background.

I enclose a snap of Lifeboat Day which may be of interest, taken in 1926 I think!

Mrs Evelyn Whitfield,
Winchester, Hants.

Bookshelf

some recent publications reviewed

Jeff Morris, the honorary archivist of the Lifeboat Enthusiasts' Society is a prolific source of booklets on individual lifeboat stations and historical lifeboat matters. Few issues of *THE LIFEBOAT* pass without an opportunity to review at least one addition to his list, and we have received no fewer than three new volumes for review in this issue:

The Story of the Swanage Lifeboats

by Jeff Morris

Swanage received its latest lifeboat only last year, so the author's history of this station is right up to date, and likely to stay current for some while.

The new Mersey class *Robert Charles Brown* is the ninth lifeboat to be stationed at the Dorset town since its lifeboat station was founded in 1875, and *The Story of The Swanage Lifeboats* traces the history and work of each of them.

Packed with information and illustrated with contemporary and archive photographs – including the naming and launching of the town's second lifeboat in 1890 – the booklet will be of interest to anyone with an interest in the town.

Priced at £2.50 for direct sale, the booklet can be obtained from Mr E. Corbin, 41 Station Road, Swanage, Dorset for £3 including post and packing.

Ex Lifeboats of the RNLI

by Tony Denton

published and sold by Jeff Morris at £2.50, address as above.

Tony Denton's well-researched look at all known lifeboats, their history, conversion and their fate or last known whereabouts makes for a fascinating read for anyone with an interest in lifeboats.

Beginning with a short history of the evolution of the lifeboat, class names and identifying features the booklet moves on to give hints and tips on spotting ex-lifeboats and then lists the history of all known boats in order of Official Number and also alphabetically by name. Beginning at the beginning the numerical listing starts with *Grace Darling*, ON1, which was broken-up in 1910.

An interesting point made by the author concerns difficulties in the future when trying to recognise ex-lifeboats once the familiar double-ended profile disappears and modern lifeboats begin to appear on the disposal list.

The Story of the Stromness Lifeboats

by Jeff Morris

For nearly 50 years after its foundation in 1867, on one of the 70 islands which make up the Orkneys off the north east coast of Scotland, Stromness was the RNLI's northernmost lifeboat station. Even today there is but one station which can claim a slightly higher latitude and this gives a clue to the kind of weather which can be experienced in the area.

This booklet looks at the history of the station and the six lifeboats which have been stationed there, from the first pulling and sailing boats to the latest Arun class.

Several of the more notable services are recounted in detail and there are many photographs of lifeboats casualties and the boat-houses.

The booklet can be obtained from the author at 14 Medina Road, Foleshill, Coventry CV6 5JB for £2.50 including post and packing.

Sailors in the RAF

The story of the Marine Branch of the Royal Air Force

by Keith Beardlow

published by Patrick Stephens at £17.99

ISBN 1-85260-407-7

The fast rescue launches of the Marine Branch of the RAF may not have been what many people thought of as 'lifeboats' but they were indeed lifesavers to many people – servicemen and civilians – particularly during the war years.

Yet these rescue launches were just the tip of the iceberg, developed by a section, founded just 11 days after the RAF itself, formed to carry out more mundane tasks such as providing back-up for Flying Boats, towing targets, recovering torpedoes and patrolling gunnery and bombing ranges.

The range of vessels operated by the Marine Branch was wide, as merely flicking through the illustrations in this fascinating volume show. There are of course the glamorous high speed launches, but there are also concrete lighters, planing 16ft dinghies, pinnaces and even rescue floats.

The author spent ten years with the Marine Branch and so he speaks from experience as he recounts the branch's activities both in the UK and abroad. The Branch was privatised in 1986, but its 70 year history makes interesting reading, especially when enlivened by personal recollection and anecdote.

Yachtmaster

by Pat Langley-Price and Philip Ouvry

published by Adlard Coles Nautical at £14.99

ISBN 0-7136-3772-2

The RYA/DTp Yachtmaster certificate is to be encouraged as a way of ensuring a level of competence for pleasure boat sailors, and this second edition makes a thorough primer for the shorebased part of the syllabus.

Although intended to be factual, rather than a 'good read' the book is easy to follow and understand and covers a wide range of topics plus specimen questions and answers. Recommended.

ALSO RECEIVED

Motor Sailing

by Dag Pike

published by Adlard Coles Nautical at £18.99

ISBN 0-7136-3695-5

A comprehensive look at an increasingly popular type of yacht, but rather disappointing in its broad-brush and rather superficial approach. Too many manufacturer's hand-out photos and diagrams of the obvious.

Sail South to the Sun

by Clifford Stillwell

published by Waterline at £16.95

ISBN 1-85310-375-6

How to set about what must be every yachtsman's dream. Not a heavy, detailed tome but points to look for in both boat and lifestyle by someone who has managed it. A dangerous read for those so inclined!

Please note that books reviewed on these pages are **NOT** obtainable from the RNLI, unless specifically stated in the review.

An address will be given in the review if the book is only obtainable from an individual or single source, otherwise copies will be available from bookshops. Readers of *THE LIFEBOAT* who wish to obtain copies should contact a good bookseller, giving the full title, publisher's name and the ISBN (International Standard Book Number).

We regret that we cannot undertake to contact publishers or bookshops on behalf of readers.

LIFEBOAT SERVICES

MARCH APRIL AND MAY 1993

- Aberdeen, Grampian**
54ft Arun ON 1050: March 14
D class: May 24
- Abersoch, Gwynedd**
Atlantic 21: April 13, 14 (twice), 15, 28, May 24 and 31
- Aith, Shetland**
52ft Arun ON 1100: April 15 and May 30
- Aldeburgh, Suffolk**
D class: March 13
- Alderney, Channel Islands**
44ft Waveney ON 1045: April 8
- Amble, Northumberland**
44ft Waveney ON 1004: May 13 (three times)
D class: May 13 (twice)
- Angle, Dyfed**
47ft Tyne ON 1114: April 12, 20, May 25 and 26
- Anstruther, Fife**
12m Mersey ON 1174: May 2 and 10
- Appledore, North Devon**
47ft Tyne ON 1140: March 2 and 24
Atlantic 21: March 6 and 7
- Arbroath, Tayside**
37ft 6in Rother ON 1054: May 6
- Arklow, Co Wicklow**
44ft Waveney ON 1029: May 4, 19 and 20 (twice)
- Arranmore, Co Donegal**
47ft Tyne ON 1111: March 3 (twice), 20, 26 and April 4
- Atlantic College (St Donat's Castle), South Glamorgan**
Atlantic 21: March 24 and April 8
- Ballycotton, Co Cork**
52ft Arun ON 1067: March 24, 30, April 25 and May 19
- Ballyglass, Co Mayo**
52ft Arun ON 1159: April 30, May 27 and 30
- Baltimore, Co Cork**
47ft Tyne ON 1137: March 15, 22, 30 (twice), April 8, 21 and May 17
- Barmouth, Gwynedd**
12m Mersey ON 1185: May 11, 19 and 23
D class: May 11, 12 and 16
- Barrow, Cumbria**
47ft Tyne ON 1117: March 3 and April 11
D class: April 11
- Barry Dock, South Glamorgan**
52ft Arun ON 1018: March 19, 25 (twice), April 4, 6, 19, 28, May 1, 5 (twice), 8, 9 (twice) and 23
- Beaumaris, Gwynedd**
Atlantic 21: March 9, 20, May 8 (four times), 11, 21, 26 and 30
- Bembridge, Isle of Wight**
47ft Tyne ON 1126: April 21, 26 and May 14
D class: May 19 and 30 (twice)
- Blackpool, Lancashire**
D class: April 24 (twice), 30 (twice), May 1 (twice) and May 2 (twice)
- Blyth, Northumberland**
44ft Waveney ON 1079: March 7
- Borth, Dyfed**
D class: May 23 and 24
- Bridlington, Humberside**
Relief 12m Mersey ON 1184: April 7, May 21 and 30
D class: May 1 and 31
- Brighton, East Sussex**
Atlantic 21: March 1, April 4, 12, 17, 18 (twice), 26, 27, May 1, 14, 22, 23, 25, 27, 30 (three times) and 31 (twice)
- Broughty Ferry (Dundee), Tayside**
Relief 52ft Arun ON 1062: April 8 and 16
D class: March 15, April 5, 8 and 16
- Buckie, Grampian**
52ft Arun ON 1093: April 9, 25, May 1 (twice) and 16
- Bude, Cornwall**
D class: April 21, May 16 and 28
- Burry Port, Dyfed**
D class: April 4 and May 29
- Calshot, Hampshire**
33ft Brede ON 1104: March 9, April 3, 28, May 8, 13, 28 and 30 (twice)
- Campbeltown, Strathclyde**
Relief 52ft Arun ON 1077: March 9, 15 and April 29
D class: April 7 and 26
- Cardigan, Dyfed**
C class: March 12
- Clacton-on-Sea, Essex**
Atlantic 21: March 11, April 6, 9 (twice), 18 and 20
D class: May 9 (twice)
- Clifden, Co Galway**
C class: May 1
- Clogher Head, Co Louth**
12m Mersey ON 1190: March 13, April 19, May 8, 20 and 29
- Cleethorpes, Humberside**
D class: April 10, 17, 25 and May 27
- Conwy, Gwynedd**
D class: March 8 and April 14
- Courtmacherry Harbour, County Cork**
48ft 6in Solent ON 1011: April 17
- Criccieth, Gwynedd**
C class: May 2 and 24
- Cromer, Norfolk**
47ft Tyne ON 1097: March 13
- Cullercoats, Tyne and Wear**
Atlantic 21: March 21, April 7, May 9 and 27
- Donaghadee, Co Down**
52ft Arun ON 1107: March 18, April 4, 7, 8 and 20 (twice)
- Dover, Kent**
50ft Thames ON 1031: March 16, April 2, 20, May 1 (three times), 5, 9 (twice), 28 and 29
- Dungeness, Kent**
12m Mersey On 1186: March 14, 21, April 18 and May 11
- Dun Laoghaire, Co Dublin**
44ft Waveney ON 1036: April 4, 15, May 26 (three times), 29 and 30
D class: March 20, April 13, 15 and May 26
- Dunmore East, Co Waterford**
44ft Waveney ON 1035: May 5
- Eastbourne, East Sussex**
37ft 6in Rother ON 1055: April 12, 14, May 18, 23 and 30
D class: March 14 (twice), April 14, 18, 25, 29, May 2, 13, 15 and 23
- Exmouth, South Devon**
33ft Brede ON 1088: May 8 and 30
D class: April 12, 15, 16, May 5 (twice), 9, 17, 27, 30 and 31
- Eyemouth, Borders**
44ft Waveney ON 1026: May 2
Relief 44ft Waveney ON 1001: April 9
- Falmouth, Cornwall**
52ft Arun ON 1058: March 1, April 22 and May 12
Atlantic 21: March 20, 29, April 15 and May 30
- Filey, North Yorkshire**
12m Mersey ON 1170: March 17, 25, 26, April 9, 10, May 5, 22 and 30 (twice)
D class: March 15 and April 10
- Flamborough, Humberside**
37ft Oakley ON 972: May 22
- Fleetwood, Lancashire**
47ft Tyne ON 1156: April 11, May 1, May 2 (twice), 3, 4, 22 and 24 (twice)
D class: March 23, April 20, 28, May 2 (twice), 4 (twice), 9 and 20
- Fowey, Cornwall**
44ft Waveney ON 1028: March 24 and April 18
- Fraserburgh, Grampian**
47ft Tyne ON 1109: May 27
- Galway Bay, Co Galway**
52ft Arun ON 1118: March 9, 10, 26, April 3, 24 (twice), 25, May 1, 3, 17 and 30
- Girvan, Strathclyde**
33ft Brede ON 1105: March 12, April 10 and May 31
- Happisburgh, Norfolk**
D class: April 15 (twice)
- Hartlepool, Cleveland**
Relief 44ft Waveney ON 4401: April 25
Atlantic 21: March 3, 27 and April 25
- Harwich, Essex**
44ft Waveney ON 1060: March 18, April 4, 15, 25, May 1 (twice), 24 and 31
Atlantic 21: March 2, 24, April 4 (twice), 14, 25 (twice), May 1 (twice), 8, 10, 17 and 20
- Hastings, East Sussex**
12m Mersey ON 1125: March 29, April 12, May 1 (twice) and 11
D class: March 14 (twice), April 10 (twice), 18, 19, 27, May 4, 9 and 21
- Hayling Island, Hampshire**
Atlantic 21: March 9 (twice), April 4, 9 (twice), 11 (twice), 12 (twice), 13, 18 (four times), May 5, 8 (seven times), 26, 28 (three times) and 30 (twice)
- Helensburgh, Strathclyde**
Atlantic 21: March 7, 25, 28, April 7, 15 (twice), 19, May 5, 9 (twice), 11, 15 (twice), 22, 30 and 31 (twice)
- Holyhead, Gwynedd**
47ft Tyne ON 1095: March 14, 28, April 2, 3, 7, 21, 30, May 2, 9, 15 and 26 (twice)
D class: March 12, 28, April 3, 21 and May 2
- Horton and Port Eynon, West Glamorgan**
D class: April 9 and May 2
- Howth, Co Dublin**
52ft Arun ON 1113: April 4 and 18
Relief 52ft Arun ON 1108: March 7
- Hoylelake, Merseyside**
12m Mersey ON 1163: May 22
Relief 12m Mersey ON 1178: April 14 and 16
- Humber, Humberside**
52ft Arun ON 1123: April 19, 21, 22, 23 and 24
Relief 52ft Arun ON 1062: March 11
Relief 52ft Arun ON 1081: May 31
- Hunstanton, Norfolk**
Atlantic 21: March 28, April 7, 25 and May 19
- Ilfracombe, North Devon**
12m Mersey ON 1165: March 27 and May 1
Relief 12m Mersey On 1162: May 13
D class: April 15, May 2 and 26
- Invergordon, Highland**
44ft Waveney ON 1033: March 23
- Islay, Strathclyde**
50ft Thames ON 1032: April 5 (twice), 26 and 30
- Kilmore Quay, Co Wexford**
12m Mersey ON 1187: March 24, 25 and April 17
- Kilkeel, Co Down**
Atlantic 21: April 16 and 18
- Kinghorn, Fife**
C class: March 7 and April 24
- Kippford, Dumfries and Galloway**
D class: May 9
- Kirkcudbright, Dumfries and Galloway**
Atlantic 21: April 23, May 3, 18 and 30
- Largs, Strathclyde**
Atlantic 21: March 2, April 12, 20, 25, May 3, 8, 9, 17, 25, 26 and 27
- Lerwick, Shetland**
52ft Arun ON 1057: April 5, 24 and 28
- Little and Broad Haven, Dyfed**
D class: March 14, April 10, 11, May 3 and 29
- Littlehampton, West Sussex**
Atlantic 21: April 10, 22, May 4, 8, 15 and 23
- Littlestone-on-Sea, Kent**
Atlantic 21: March 7
- The Lizard, Cornwall**
47ft Tyne ON 1145: April 4, 18, May 5 and 30
- Llandudno (Orme's Head), Gwynedd**
12m Mersey ON 1164: March 12, 13, May 8 (twice), 22, 23 (twice) and 31
D class: March 12, 13, April 20, May 22, 23 and 31

LIFEBOAT SERVICES

MARCH APRIL AND MAY 1993 – Continued

Looe, Cornwall

D class: May 23

Lowestoft, Suffolk

47ft Tyne ON 1132: March 21 and April 14

Lyme Regis, Dorset

Atlantic 21: March 22, April 4, 5, 9 (twice), 10, 18, May 1, 3, 6 and 29

Lymington, Hampshire

Atlantic 21: April 17, 18 (twice), May 8, 30 (twice) and 31 (twice)

Lytham St Annes, Lancashire

47ft Tyne ON 1155: March 14, April 29, May 2, 3, 13 and 21

D class: March 27 and May 2 (twice)

Macduff, Grampian

Atlantic 21: April 24

Mallaig, Highland

52ft Arun ON 1078: March 4 (twice), 10, 14, 25, April 4, 16, May 11, 12, 14 (three times) and 29

Marazion, Cornwall

D class: May 3

Margate, Kent

12m Mersey ON 1177: April 7, 9, 22, May 1 (four times) and 24

D class: March 25, April 11, 23, May 1, 12 and 28 (twice)

Minehead, Somerset

Atlantic 21: March 24, April 11, May 2 and 9

D class: May 2

Moelfre, Gwynedd

47ft Tyne ON 1116: April 2, 9, May 9, 17 and 26 (twice)

Montrose, Tayside

47ft Tyne ON 1152: March 7 and May 17

Morecambe, Lancashire

D class: May 6

Mudford, Dorset

Atlantic 21: April 10, 15, 23, May 1, 2 (twice), 5, 11, 21 and 23 (twice)

The Mumbles, West Glamorgan

47ft Tyne ON 1096: March 13 and 25

D class: April 9

Newbiggin, Northumberland

Atlantic 21: March 21

New Brighton, Merseyside

Atlantic 21: March 17, April 14, 20, 23 (twice), 24, 27, May 10 (twice), 21, 23, 29 and 30 (twice)

Newcastle, Co Down

Relief 37ft Oakley ON 942: March 13, April 11, 15, 19 and May 23

Newhaven, East Sussex

52ft Arun ON 1106: March 11, 14, 27, April 21, 25 and May 20 (twice)

Relief 52ft Arun ON 1160: April 23

Newquay, Cornwall

C class: March 23, April 3, 10, 23, May 8 and 29

New Quay, Dyfed

12m Mersey ON 1172: May 24 and 29

D class: May 2

North Berwick, Lothian

D class: April 1, 6, 28 and May 29

North Kessock, Invernesshire

D class: May 31

North Sunderland, Northumberland

12m Mersey ON 1173: April 4, 22, May 5, 6 and 15

D class: April 4, May 1 and 5

Oban, Strathclyde

33ft Brede ON 1102: April 5, 11, 26, May 4, 7, 11, 13 (twice), 14 (twice), 17, 22 and 29

Relief 33ft Brede On 1101: March 1, 5, 9 and 17

Padstow, Cornwall

47ft Tyne ON 1094: May 12 (twice)

Relief 47ft Tyne ON 1142: March 14, 23, 31 and April 4

Peel, Isle of Man

12m Mersey ON 1181: March 22

Penarth, South Glamorgan

D class: March 8, 9, 11, 25, April 20, 30, May 2 and 11

Penlee, Cornwall

52ft Arun ON 1085: April 4, May 16 and 28

Peterhead, Grampian

47ft Tyne ON 1127: April 26, 27, May 13, 23 and 24

Plymouth, South Devon

52ft Arun ON 1136: March 14

Poole, Dorset

33ft Brede ON 1089: March 8, 13 (twice), 28, April 3 (three times), 9, 10, 27, 28, May 6, 8, 9, 12, 15, 23 and 25

Boston Whaler: March 8, 13, (twice), 22, 28 (twice), April 3 (twice), 13, 18, 20, May 15, 21, 22 and 23

Atlantic 21: April 27 (four times), 28, 30, May 4, 6, 8 and 12

Portaferry, Co Down

Atlantic 21: March 26, April 4, 20, May 9 and 10

Portree, Isle of Skye

44ft Waveney ON 1042: May 18

Port Erin, Isle of Man

Atlantic 21: April 29, May 16 and 30

Porthcawl, Mid Glamorgan

D class: March 21, April 8, May 2, 5 and 9

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: May 3, 23, 24 and 25

Port Isaac, Cornwall

D class: April 4, May 1, 2 (twice) and 20

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: March 26, April 11, 25, 27, May 3, 13 and 16

Portrush, Co Antrim

52ft Arun ON 1070: April 1, 28 and May 28

Relief 52ft Arun ON 1150: March 11

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: March 7, 8, 24, 25, 26, 28, 29, April 3, 17, 18 (three times), 24, 27, 28, 30, May 1, 2, 8 (three times), 9, 15 and 23 (four times)

D class: March 7, 8, 24 (twice), April 17, 18 (twice), 24, 27, 30 (twice), May 1, 2, and 9

Port St Mary, Isle of Man

54ft Arun ON 1051: April 19 and May 19

D class: May 9, 10 and 15

Port Talbot, West Glamorgan

D class: March 7, May 5 and 14

Pwllheli, Gwynedd

12m Mersey ON 1168: May 24

Queensferry, Lothian

Atlantic 21: April 3 (twice), 17 (twice), 24, May 23, 25 and 31

Ramsey, Isle of Man

12m Mersey ON 1171: April 10, 15 and May 4

Relief 12m Mersey ON 1192: May 18

Ramsgate, Kent

47ft Tyne ON 1154: May 1 (twice)

Red Bay, Co Antrim

C class: April 18

Redcar, Cleveland

Atlantic 21: March 6, April 19, May 4 and 9

Rhyl, Clwyd

12m Mersey ON 1183: May 2 and 8

D class: May 8 and 18

Rosslare Harbour, Co Wexford

12m Mersey ON 1092: March 23 and April 16

Rye Harbour, Kent

C class: April 11, 14, 18 and May 3

St Abbs, Borders

Atlantic 21: May 2 (twice)

St Agnes, Cornwall

D class: April 4 and May 6

St Bees, Cumbria

C class: March 13 and April 10

St Catherine, Channel Islands

Atlantic 21: April 8, May 2, 4, 5, 21, 23 and 27 (twice)

St Davids, Dyfed

47ft Tyne ON 1139

May 29 and 30 (twice)

St Helier, Channel Islands

47ft Tyne ON 1157: March 31, April 27, May 16 and 20

St Ives, Cornwall

12m Mersey ON 1167: May 3 (twice) and 21

C class: May 4 and 21

St Mary's, Isles of Scilly

52ft Arun ON 1073: May 5, 16 and 17

St Peter Port, Channel Islands

52ft Arun ON 1025: March 22, 28, April 30 and May 30

Salcombe, South Devon

47ft Tyne ON 1130: April 24, 25, May 8, 9 and 30

Scarborough, North Yorkshire

12m Mersey ON 1175: March 25, 26, 29, April 9 (twice), and May 3

D class: March 21

Selsey, West Sussex

47ft Tyne ON 1074: May 8 and 14

D class: May 8, 14 and 15 (twice)

Sennen Cove, Cornwall

12m Mersey ON 1176: March 4, 18, April 9, May 13 and 16

Sheerness, Kent

44ft Waveney ON 1027: March 12, April 27 and May 21

D class: March 15, 22, 25, 31, April 3, 13, 17, 18 (three times), 22, 27, 29, 30 (twice), May 6, 22 (twice), 24 and 29

Sheringham, Norfolk

Atlantic 21: March 13, 21, 28 and April 11

Silloth, Cumbria

Atlantic 21: March 9

Skegness, Lincolnshire

12m Mersey ON 1166: March 25, April 16, May 17 and 23

D class: March 25, April 4 and May 17

Skerries, Co Dublin

D class: May 5

Southend-on-Sea, Essex

D class: March 9 and April 21

Atlantic 21: March 8, 20, 22, 30, April 6, 9 and 21

Southwold, Suffolk

Atlantic 21: April 13, 14, May 17 and 26

Staithes and Runswick, North Yorkshire

Atlantic 21: May 13 and 30

Stornoway (Lewis), Western Isles

52ft Arun ON 1098: April 28 and May 1 (twice)

Stranraer, Dumfries and Galloway

D class: May 16 and 24

Sunderland, Tyne and Wear

44ft Waveney ON 1043: March 5, April 28 and May 22

D class: March 21 and April 15

Swanage, Dorset

12m Mersey ON 1182: March 2, April 30, May 9 and 21

Relief 12m Mersey ON 1148: April 5, 6, 10 (twice), 12, 18, 30, May 9 and 21

D class: April 4, 18 (twice), 30, May 21 and 29 (three times)

Teesmouth, Cleveland

Relief 47ft Tyne ON 1122: March 16, April 11, 25 and May 9

Tenby, Dyfed

47ft Tyne ON 1112: April 6, 19, May 9, 16 and 30

D class: April 4, 10, 11, May 2, 8, 15 (three times), 16, 24 and 30

Teignmouth, Devon

Atlantic 21: April 12, 19, May 16, 24 and 30

Tobermory, Strathclyde

54ft Arun ON 1052: March 28, May 14, 18 (twice) and 30

Torbay, South Devon

54ft Arun ON 1037: April 3, 10, 12 (twice), 14, May 3 (twice), 6, 8, 11, 24 and 25 (three times)

D class: April 4 (twice), 7, 12 (twice), 21, May 7, 14 (twice), 24 and 30

Trearddur Bay, Gwynedd

D class: March 13 (twice), April 11, May 1 (twice), 2, 8 (twice) and 23

Troon, Strathclyde

52ft Arun ON 1134: May 22, 26 and 27

Tynemouth, Tyne and Wear

52ft Arun ON 1061: March 21, 27, April 30 and May 5

D class: May 3 and 5

Valentia, Co Kerry

52ft Arun ON 1082: March 3, 30, April 6, 14, 24 and 28

Walmer, Kent

Atlantic 21: March 15, May 1 and 24

D class: March 14, 27 and April 28

Walton and Frinton, Essex

48ft Gin Solent ON 1012: March 21 and April 27

West Kirby, Merseyside

Some ways of filling the coffers...

A bridge too far!



Little Sophie Ramster looks rather overawed by the size of the task ahead of her in crossing the Shard Bridge! Photo Blackpool Evening Gazette

Four thousand walkers crossed the River Wyre in Lancashire via the new Shard Bridge – and managed to raise £4,000 for the RNLI!

The idea for the sponsored walk, before the bridge's official opening to traffic, came from Mrs Phyllis Hardman whose husband Frank is chairman of Fleetwood station branch.

Members of Knott End branch manned the Hambleton end of the bridge with colleagues from Fleetwood branch at the other. Each walker paid a pound, for which they received a raffle ticket to be surrendered at the other end where they were presented with a commemorative certificate.

Children, dogs, even a llama and goats joined the crowds crossing the bridge and in the space of six hours over £4,000 was collected.

Centenary Ball

The St Annes-on-Sea ladies' guild celebrated its centenary in June – the first guild to reach this milestone – and held a Summer Ball at the Grand Hotel to celebrate. The event raised £2,577.

180 people attended, including the Mayor of Fylde, Councillor Jean Wilding and her consort, the Institution's Director and his wife, Tom Nutman, the divisional inspector of lifeboats for the north, Ms Sue Hennessey, the north west regional manager, Allan Williams, chairman of Lytham St Annes station branch together with representatives from several neighbouring guilds and members of the Lytham St Annes lifeboat crew.

The Director pointed out the importance of this unique centenary and presented the chairman with a commemorative vellum, after which Councillor Alfred Jealous, a member of the station branch committee proposed the 'health of the guild' and hoped it was going to continue for another 100 years.

FORTHCOMING EVENTS

We regret that we are unable to include notices of forthcoming events in THE LIFEBOAT as the number involved would soon swamp the journal. We endeavour to report as many fundraising events as possible after they have taken place, and make every effort to include all reports received in time for publication.

Going with a fizz

HMS Warrior was the venue for an evening of sea shanties, music and five-course dinner organised by Botley branch.

The 240 guests enjoyed a demonstration of Portsmouth's D class and Atlantic 21 lifeboats from the deck of the ship whilst toasting the crews with Bucks Fizz.

A highlight of the evening was a raffle and auction which was wonderfully supported by local businesses. The evening was so successful that the branch is hoping to make it an annual event.

Yachts, caravans and shields...

Yacht builders A. H. Moody & Son organised a Midsummer Meet which raised £1,500, and director David Moody, who is also president of the Locks Heath and District branch, handed over a cheque to the RNLI at a special ceremony in August at the company's Swanwick yard. Accepting the cheque on behalf of the Locks Heath and District branch chairman John Robinson expressed his appreciation of the generous donation.

At the same time, David also handed over the keys of a caravan which had been donated by Hagen Caravans of Exmouth. Mr Robinson paid tribute to David Moody and Tony Willey who had spent hundreds of hours painting it in RNLI livery and converting it for use as a sales and publicity unit for shows and other public functions in the area.

Moodys were also the first recipients of the Sue Curror Shield. This award will be presented annually to the organisation which, in the opinion of the branch, has helped most during the year. The award has been named after an RNLI volunteer who has given unstintingly to the cause over many years but who has now been forced to retire through ill-health.

Long term support

As a young girl in the 1900's, Mrs Margaret Maltby (now aged 95) was taken by her father to see the lifeboats in a parade around Manchester and, although she has only been to sea once in as long as she can remember, has contributed to the RNLI ever since.

For the past 20 years Mrs Maltby, who lives near Preston, has had a collecting box in her home and when she receives her pension she immediately puts 50p a week into the box. A representative from her local branch comes along every year to unlock the box and count the money and Mrs Maltby then adds to the collection to make it up to a round figure of £30.

Lifeboat Services continued

D class: April 8, 10, 16, May 19 and 22

West Mersea, Essex

Atlantic 21: March 28, April 3, 18, 23, 27 (twice), 28, May 7 (twice) and 8 (three times)

Weston-super-Mare, Avon

Atlantic 21: March 25, 26, April 1, 4 and May 7

D class: March 25, 26, April 1 and May 6

Weymouth, Dorset

54ft Arun ON 1049: April 9, 11, 18 (twice), 29, May 1 (twice), 21, 22 and 30 (twice)

Whitby, North Yorkshire

47ft Tyne ON 1131: March 28, May 6

(twice), 19 (twice), 22, 23

and 31

D class: May 7

Whitstable, Kent

Atlantic 21: March 8, 14, 21, April 7, 9, 12, 17, 18 (twice),

21, 28, May 2, 8 (twice), 13, 14, 15, 16, 20, 21, 22 (twice),

23, 24, 29, 30 (twice) and 31

Wick, Highland

47ft Tyne ON 1121: April 7, 26 and May 15

Wicklow, Co Wicklow

47ft Tyne ON 1153: April 2, 15, 21, May 11 and 26

Withernsea, Humberside

D class: March 10, April 12, 17, May 3 (twice) and 22

Yarmouth, Isle of Wight

52ft Arun ON 1053: March 12, 26, April 13, 19, May 3 and 21

Youghal, Co Cork

Atlantic 21: May 19 and 26

Lifeboats on Passage

52ft Arun ON 1108: April 5

Lifeboat Services

March April and May 1993

The services listed are those for which returns had been received at Headquarters by 31 July 1993. There may be additional services for which returns had not been received by that date.

In Brief

PETER Nutt, a member of **Fowey** station branch, went on a 13-week sponsored slim. He lost a total of 3st 3lb, raising £464.65 for his branch funds.

THE HONORARY secretary of **Swansea** branch, Bill Barrington, and his wife Veronica were out with their collecting boxes in the Quadrant shopping centre and collected an impressive £450.

A COFFEE morning and plant sale organised by **Burnham-on-Crouch** ladies' guild raised over £400, and was followed by a successful attendance at the East Coast boat show where the sale of souvenirs amounted to £1,655. A gardens and flower festival attracted over 260 visitors and raised more than £850 – altogether a very fruitful season for the guild.

WILLENHALL publican Alan Dunn saved thousands of 2p pieces and stacked them on his bar. When the time came to count them more than £90 had been collected, which Mr Dunn donated to the RNLI.

ALMOST £400 was raised at the local carnival when **Potters Bar** branch ran a tombola. Star prizes included two flying lessons and a glider trip.

AT THE first event at the home of the president and his wife of **Hadley ladies' guild** over 80 people enjoyed a garden luncheon and raffle. Prizes included tea at The Ritz and a weekend at a health farm, resulting in over £3,000 for lifeboat funds.

AS THE result of a garden party at Birtsmorton Court in Worcestershire, organised jointly by the **Malvern** and **Upton upon Severn** branches, over £2,700 was raised. More than 500 visitors enjoyed the usual stalls as well as ballet dancing, madrigal singing and the Worcester Militia.

ONCE again Ridgeway Middle School at Astwood Bank, Redditch has been fundraising for Penlee lifeboat, which it adopted over 20 years ago. A penny race one lunchtime raised £80 while a sponsored 25 mile bike ride by 13-year-olds Paul Phillpot, Edward Miller and Alistair Hayward-Wright brought in a magnificent total of £180.

A RECORD Lifeboat Week was held by the **Tunbridge Wells** and district branch, netting a grand sum of £8,844.40. This was up on previous years and perhaps the result of the Salcombe lifeboat TV programme shown shortly before.

THANKS to Fred Taylor a recent fundraising golf tournament at Mendip golf club raised £475 for the Institution. Fred also collected £124.27 at the Summerfield food store in Shepton Mallet. PHILIP Schofield, an active Shoreline member in the Bishop's Castle area of the **Church Stretton** branch, recently celebrated his 80th birthday with a request that he did not want any presents. Instead, those friends who wished, should make a donation to the local branch. The result of this generous thought was a £138.50 boost to branch funds.

The big day



The colourful 'Magic Roundabout' float, entered by the Dreeel Tavern, taking part in Anstruther lifeboat station's annual gala.

Photo William F. Flett

The local lifeboat station's annual gala was one of the biggest events of the year at Anstruther, and raised some £6,000.

The day's events started at 1pm with stalls and displays on the harbour front. At 1.30pm a maroon heralded the start of the parade of decorated floats and rafts from the Anstruther holiday village which passed through the town to the beach for the start of a raft race to the beach near the lifeboat station. The winner was 'The Salutation', and the best dressed float trophy was awarded to The Ship Tavern as Father Neptune. The highest sponsor was also The Ship Tavern.

Later in the day the local lifeboat

Kingdom of Fife gave a rescue demonstration in conjunction with a Sea King helicopter from HMS Gannet. The helicopter had been a big attraction earlier in the day, with long queues to look inside after it landed at the harbour.

To add to the day's events the Army provided a shooting range, Customs exhibited their drug stall which illustrated how drugs were smuggled into the country and how the smugglers could be caught. Pleasure boat cruises were provided by Jim and Lynn Raeper and to tempt the tastebuds, home baking, hamburgers and teas were all on offer to a crowd which totalled some 4,000 people.

Meeting the challenge

Four members of Bude lifeboat crew, Mike Sims, Simon Chadwick, Paul Westaway and Angie Gifford took part in this year's Challengers Trophy, held in Cornwall between 19 and 22 May. The Challengers Trophy puts executives through mentally and physically demanding challenges in wild country over a four-day period, testing physical fitness, planning skills, resourcefulness, the ability to manage change and in a crisis – the qualities of good management. Team work is vital to success in the event.

The competition is for teams of four, and is a race against the terrain, weather and the clock. Teams are given information to find checkpoints and work out their best route, navigating with map and compass.

A total of 84 teams took part from over 70 organisations with an RNLI team taking part for the first time. Each team was encouraged to use the event as a means of raising money for charity, with

this year's beneficiary being the RNLI.

A £70,000 donation to lifeboat funds is expected as a result of sponsorship of competitors in the event and the Gough Trophy, provided by Lord Gough, chairman of the organising committee, was awarded to Lloyds Bank for raising £15,000, the highest total from a single company.

Sailing sale

For the past three years a group of friends from the Farnborough area have been raising money for the RNLI. Brought together by their love of sailing and cruising the main event of the year is a private auction held at the home of Brian and Janet Lodge. This year tickets from British Airways and Virgin, as well as charter trips on yachts and canal boats, were up for sale and £3,000 was realised from the auction. Mr Lodge said 'We are all into boating, which is why we support the lifeboats. This year's theme was boating through the ages'.

Bouncing lifeboat

On Saturday 5 June a Lifeboat Fun Day was held on Lytham Green, next to Lytham St Annes lifeboat station, and an amazing £5,500 was raised for lifeboat funds.

Organised by the lifeboat crew under the leadership of their coxswain, Andrew Ashton, the event was supported by a number of ladies' lifeboat guilds from Blackpool, St Annes, Lytham, Freckleton and Southport who manned their own stalls and attractions, the proceeds of which went to their own funds.

The crew had provided a wide range of attractions ranging from a simulated helicopter rescue with the inshore lifeboat, a free-fall parachute jump, and a display of vintage vehicles organised by crew member Andrew Potheary – whose father, Rod, provided the commentary for events taking place in the arena.



The event was opened by comedian Mick Miller and was followed by a flypast of aircraft from the British Aerospace airfield at nearby Warton. A licensed bar was provided in the boathouse and 1,500 beefburgers were cooked by crew member Dave Barker and his wife! The afternoon's displays and events were followed by a display of Morris dancing leading into a folk concert outside the boathouse which lasted until 11pm and included such well-known artists as Roger Westbrook, who gave his time free of charge.

The event also saw the 'launching' of a new lifeboat for the Institution's fleet. This was the first bouncing lifeboat to be produced in this country and is named

Sarah Emily Harrop after the station's lifeboat. It was funded by four donors – Pontins, Nuclear Electric, British Aerospace and a local hostelry The Taps. The 'boat' is for use by all branches and guilds in the north west and will be kept at the Manchester regional office who will arrange its loan to interested parties. The funding of this new unique fund raising item was arranged by crew member Andrew Fallow.

Pictured are station honorary secretary Frank Kilroy (right) accepting the 'bouncing lifeboat' from Mr Kemal Tayib, general manager of Holiday Club, Pontins, who represented all four sponsors.

Photo Evening Gazette

In Brief

ONE hundred and twenty people took to the Thames aboard MV *Silver Barracuda*, a luxury floating restaurant for a City branch lunchtime cruise. They included the chairman and 12 members of the Greek Shipping Cooperation Committee. Mr Graham Dowson was a speaker and Mike Grant, coxswain of the Selsey lifeboat also said a few words. The lunch raised some £5,300 and was the first in a programme of events leading up to the branch's centenary next year.

WITH the very good help of Mr and Mrs Walters of the Grove Bar, Blue Lagoon, San Miguel, Alicante, £304 has been donated to the RNLI through the **Lavenham and district branch**. Most of the money is the proceeds of coffee mornings organised by Mrs Walters.

THE **West Wight** guild held its annual Spring Buffet Supper at the Royal Solent Yacht Club in Yarmouth and raised £542. Highlight of the evening was the presentation of awards to three lady members of the guild committee who, between them had contributed 40 years of dedicated service. Mrs Di Kingston, secretary, was awarded a Silver badge, Mrs Mavis Reeves and Mrs Bobs Haigh were each presented with a statuette for their work as committee members.

VIC Slater, a member of the Bamber Bridge branch cycled the North Lancashire cycleway, a 130 mile route, and thanks to the generosity of his sponsors collected £1,200.

THE SUMMER garden party held by **Hitchin branch** at Great Offley House in July raised over £200. The branch also used the event to officially launch their Tyne class model lifeboat and had invited Mrs Pat Gadd to name the lifeboat *Cyril Gadd* in memory of her late husband, a founder member.

With thanks...



Nine-year-old Jennifer Stone of Onchan, Isle of Man, was determined to say 'thank you' to members of the Douglas lifeboat crew who rescued her last year when she and her uncle were cut off by the tide when walking along the shoreline. Jennifer's uncle put her on a rock well above the high water mark and climbed the steep cliff for help. Douglas lifeboat

was quickly on the scene and Jennifer was lifted off the rock from the sea.

Jennifer came up with the idea of a sponsored walk, with all her family taking part. This raised £300 and Jennifer was delighted to present it to Coxswain Robert Corran when she, her parents and three sisters, Katy, Linda and Rachel visited the station. *Photo Roger Oram*

Dogged determination!

Two Springer spaniels – Sam, who is nine and his son MacSam, who is about a year old – have been raising money for the RNLI.

Their owner, Peter Cooper, owns the Spittal of Glenshee hotel and has bolted a collecting box to his hotel lobby with a notice inviting guests and visitors to take Sam and MacSam for a walk.

A total of £155.22 has been taken from the box in the last year, the result of as many as five or six walks a day!

Lubbers land the cash

Sir Marcus Worsley Bart., Lord Lieutenant of North Yorkshire launched the Landlubbers' Lifeboat Appeal in June at the Institution's northern depot in Thirsk.

Staff at the depot decided to raise additional funds in their spare time and they and the Thirsk ladies' guild formed a committee in early May to run the appeal, which has a target of £10,000 to fund a D class lifeboat between May 1993 and December 1994. A flag day held in Thirsk in May raised £810 to start the ball rolling.

In Brief

THE WENDOVER Fish Bar in Buckinghamshire has raised over £1,000 from the collecting box on the counter, which has been in place since 1979. A plaque to commemorate this excellent collection was presented to Andy Tobin, the manager by Joy Baker, area organiser for the Eastern region. Andy and his staff donated a final sum of £55 to make sure that the target of four figures was reached.

COUNCILLOR George Hobson, chairman of Humberside county council has presented a cheque for £6,718.51 to Flamborough branch. This amount represented all the proceeds from his charity fund during his year of office.

SOME 30 people took part in the annual sponsored walk of Rustington and East Preston branch, bringing in a total in excess of £2,500. Of this amount Mrs Jesse Bicknell raised over £1,000 from her 22 sponsors.

AMONG several successful events organised by Eastbourne branch this summer was a tea afternoon held in St Wilfrid's church hall which raised £486, a bring and buy sale which brought in £142 and a summer sale and tea dance which realised £378.

A FASHION show put on by Bandbox, a dress shop in the village of Birchington, raised £725 for Birchington and District branch. The branch also received a cheque for £201 from an event arranged by the bowls club and £1,000 from the United Services Club which had designated the RNLI as its charity for the year.

A raft of races

• Hundreds of people lined the banks of the River Ouse in York to watch the annual RNLI raft race in which teams from all over Yorkshire took part in a one-and-a-half mile race. The Shoulder of Mutton team won the award for the pub that raised the most in sponsorship, collecting £240 in their first entry in the race. The event itself raised in excess of £3,000 for York branch.

• The 1993 Great Oban Raft Race raised a magnificent £7,250 for Oban station branch. The main sponsors of the event were J. Forteith and Sons, the Oban Distillery, Oban Print Shop and R.A. Clement Associates, whose team were winners of the Royal Bank quail for the raft achieving the greatest sponsorship.

• Over 250 rafts took part in the 1993 Bandon River Raft Run in County Cork. Held in February each year since 1988 (when just



The team from The Shoulder of Mutton, winners of the award for the pub collecting the most sponsorship in the river Ouse raft race

16 craft braved the cold and wet to raise £1,700), this year's race realised more than £20,000 in sponsorship. Support came from all corners of Ireland as well as from Cornwall, Wales and Liverpool and included several lifeboat crew members.

• Skerries, County Dublin, was the venue for another event – the Wavin Fun Raft Race. 2,000 people watched as the six-person crews lifted their rafts into the water and paddled off, some in fancy dress. The winners were

all crew members of Skerries D class lifeboat and the day finished with an air/sea rescue demonstration with Skerries lifeboat and an Army Air Corps helicopter with Clogherhead lifeboat standing by. Skerries branch were delighted to have raised £6,890 from the event.

Tug-of-fun

Broadlands Estate in Romsey was host to Southampton Lifeboat Board's major fundraising event – the 6th annual RNLI/BT Marine tug-of-war and fun day.

In the bright sunshine the crowds were able to choose between two action packed arenas, surrounded by stalls and side-shows. In one the Romsey Town Corps of Drums, the Solent Strutters Majorettes and other groups entertained the crowds and in the second the tug-of-war itself took place. Teams from Hampshire Pubs and Clubs Tug-of-War Association took part in the 'serious' competition while local companies and sport clubs took part in the less serious 'fun' competition. The serious section was won by Crondall and the fun section by The Shirehorse.

At the end of the day the marketing director of BT Marine, the main sponsors of the event, presented a cheque for £1,200 to Mervyn Whitcombe, chairman of the Southampton Lifeboat Board and Lord Romsey presented the trophies to the winning teams.

Well and truly open

Ramsgate branch, in conjunction with the East Kent Maritime Trust, organised a Ships' Open Day when 14 vessels, including both station lifeboats, were open for inspection by the public.

Additional interest was provided by a demonstration by the SAR helicopter from Manston, HM Customs and a number of other organisations. As a result of this combined venture both charities have benefited by over £1,000.

Wheels, feet and boats

This year funds raised from the third annual Ward Hills Challenge, held in Orkney to help worthy causes, were donated to local ladies' guilds.

The challenge involved 75 miles cycling, 2,865ft of climbing, and boat crossings to four Orkney islands. 28 participants took part in the gruelling event leaving Kirkwall at 7am and finishing in evening sunshine at 8.30pm at Kirkwall lifeboat station.

Among those waiting to welcome them were Lady Violet Macrae, president of Orkney Mainland ladies' guild, Brigadier Robertson, chairman of Kirkwall station branch and Captain Spence, the station honorary secretary. The challengers were congratulated on their success in raising approximately £3,800 for local ladies' guilds.

Well organised

Phil Johnson of Tedburn St Mary, Devon loves classical music and has built a scale model organ, similar to that which once graced the Alexander Palace in London.

A tape recorder is concealed inside and a switch under the table lets Purcells Trumpet Voluntary pour out when people gather – delighting the crowds who eagerly put money into Phil's box!

Going, going...

Promises from balloon rides to pond lilies were auctioned at the home of Norman and Phil Baxter of York branch. Thanks to the auctioneer Mr Richardson and generous supporters £2,023.67 was raised.

People and Places

around and about the RNLI

A lorry load of luck!



Les Dennis draws the winning tickets under the watchful eye of the deputy head of fundraising and marketing Anthony Oliver.

Comedian Les Dennis, who was appearing in 'Don't Dress for Dinner' at the Pier Theatre in Bournemouth, drew the winning tickets of the RNLI's 62nd national lottery at the Pier Approach on 31 July 1993.

Drawing the lucky winners from the drum (which was placed on a lorry) Les quipped 'This time if you win a prize you can truly say it fell off the back of a lorry!'

The draw, which raised over £138,900, was supervised by Anthony Oliver, deputy head of fundraising and marketing and the prize winners were: £2,000 – R.N. Fitton, Scarborough, North Yorkshire. £1,000 – P. Bridge, Sandhurst, Berkshire. £750 – C. Figueiredo, Bristol; Mrs K.

Watling, Broseley, Salop.

£500 – J.A. Corbett, Wolverhampton, West Midlands.

£250 – N. Christie, Mastrick, Aberdeen.

£100 – Miss L.F.M. Acres, Acton,

London; Miss E. Martin, Bristol; D.

Schofield, Teddington, Middx;

P.L.Hewlett, Shoreham-by-Sea, West Sussex; Mr Freestone, Burton Latimer, Northants.

£50 – Mr & Mrs B. Cook, Saltburn, Cleveland; D. Fairman, Ascot, Berkshire; Ms E. Ambridge, Croydon, Surrey; Mrs J Baillie, Leeds, West Yorkshire; Mrs M. Knight, Bournemouth, Dorset.

• We are very grateful to those who currently buy and sell lottery tickets for the RNLI. With this journal are tickets for Lottery 64 to be drawn on Monday 31 January 1994. The first prize is a new-look Volvo 460Li, donated by Volvo Car UK, with safety features such as a full-size airbag and improved side protection. The second prize is £1,000 and there are 12 other money prizes to be won. Tickets are 50p each and further supplies are available from Central Fundraising.

On Station

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

ALL-WEATHER

Eastbourne – Mersey 12-36 (ON1195)

The Royal Thames on 19 July 1993.

Dunbar – Waveney 44-013 (ON1034)

Thomas James King on 1 August 1993.

INSHORE

North Kessock – D396 on 7 June 1993.

Filey – D446 *Holme Team* on 3 June 1993.

Amble – D447 *Thomas Campbell* on 2

June 1993.

Aberystwyth – B590 *Wolverson X-Ray*

on 24 June 1993.

Blackpool – D442 *Edgar Law* on 6 July 1993.

Portrush – D378 on 19 July 1993 (for

1993 summer season for operational evaluation).

Long Service Badges

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

Aith – Crew member J.R. Hay.

Arbroath – Mechanic D. Cargill.

Arran (Lamlash) – Crew member D.

Robertson, shore helper M. Cannon.

Barmouth – Crew member A.G. Jeffs.

Blyth – Coxswain T. Moss, crew

member J. Forster.

Margate – Head launcher P.W. Adams.

New Quay – Head launcher I.D. Hides.

Newcastle – Mechanic J. Leneghan.

St Helier – Assistant mechanic D.G.

Mills.

Birthday Honours

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

MBE: Meurig Davies

Coxswain of Llandudno lifeboat since 1971. He had first joined the all-weather lifeboat crew in 1964 and served as second coxswain from 1965 to 1970. He was also a crew member of the inshore lifeboat from 1966 to 1985. From 1970 to 1980 he was the emergency mechanic and was awarded a long service badge in 1984.

MBE: Kenneth Middlemiss

Honorary secretary of Tynemouth lifeboat station since 1964. He was awarded a Gold badge in 1988 and binoculars in 1978.

MBE: Peter Race

Coxswain of Teesmouth lifeboat since 1986. He joined the crew in 1966, was assistant mechanic from 1974 until the end of 1980 when he served as second coxswain until 1986, being awarded a Bronze medal in 1989, a long service badge in 1986 and a chairman's letter in 1993.

MBE: Peter Thomson

Coxswain/mechanic of Whitby lifeboat since 1977. He had been a crew member of both the all-weather and inshore lifeboats from 1966 to 1967 and then served as mechanic until 1974. He was then appointed second coxswain/mechanic until 1977. He was awarded a Bronze medal in 1988, three vellums of thanks in 1968, 1976 and 1982, a long service badge in 1986 and a chairman's letter in 1993.

Other awards of interest, for achievements not directly connected with the Institution's work have been made to:

MBE: John Woodhouse, mechanic of Caister's RNLI lifeboat from 1941 until 1969. He had been a shore helper from 1927 and a crew member in the station's pulling and sailing lifeboat from 1933 until his appointment as mechanic of its first motor lifeboat. He then served as mechanic of Caister Volunteer Rescue Service until 1991.

KCVO: Colonel Peter Hilton, HM Lord Lieutenant of Derby (patron of the former *Spirit of Derbyshire* lifeboat appeal committee).

CBE: Peter Tudball, Chairman of the Baltic Exchange.

OBE: Lt. Colonel Godfrey Pease (Life vice president of Pangbourne and district branch)

John Taylor, Commonwealth vice president of the Royal Life Saving Society.

Obituaries

With deep regret we record the following deaths:

APRIL 1993

George Ellis, coxswain of Clacton lifeboat from 1953 to 1968. Mr Ellis joined the crew in 1934 and also served as second coxswain from 1945 to 1953.

JUNE 1993

Mrs J. Bampkin, chairman of Hunmanby ladies' guild since its formation in 1966. She was awarded a Silver badge in 1984.

Mrs Alice Hill, secretary and souvenir secretary of Newcastle Under Lyme ladies' guild from 1971, having previously served as assistant secretary from 1967. She was awarded a Silver badge in 1974 and a Gold badge in 1990.

William Swanney Sinclair, coxswain of Stromness lifeboat from 1944 to 1953.

LIFEBOAT SMALL ADS



More Lane, Esher, Surrey.

Telephone: Esher (0372) 467131

THE BEST PRICES!

SALOMON SKIS WITH SALOMON BINDINGS

KASTLE SKIS WITH LOOK BINDINGS

TYROLIA SKIS WITH TYROLIA BINDINGS

K2 SKIS WITH BINDINGS CHOICE

THE BEST WORKSHOP!

WINTERSTEIGER STONE PLUS SNOWBOARD FACILITY

THE BEST SELECTION!

1,800 SQ FT OF 100% SKI EQUIPMENT & CLOTHING

THE BEST JUNIOR DEPARTMENT!

FROM 6 MONTHS TO 14 YEARS

*Try The Ski Shop
Other Skiers Recommend*

TECHNICAL

RESCUE

The first FULL COLOUR quality magazine for RESCUERS from all services:

MOUNTAIN CAVE & MINE RESCUE, RNLI, INSHORE RESCUE, FIRE & RESCUE SERVICES, B.A.S.I.C.S., SPECIAL RESCUE TEAMS, PARAMEDICS, SURF / LIFE GUARDS, M.O.D., COASTGUARDS.

In depth coverage of:

UK & INTERNATIONAL TEAMS / SERVICES, EQUIPMENT-TECHNIQUES-INCIDENTS, BASIC AND ADVANCED LIFE SUPPORT, NEWS & REVIEWS.

£17.70 for 6 issues

To subscribe please write quoting RL 1 to:

TECHNICAL RESCUE MAGAZINE
PO BOX 33 SOUTHAMPTON SO9 7DZ U.K
Tel: +44(0)703 282666 Fax: +44(0)703 223727

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

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

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



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

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

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

Full information from:



MARINE DIVISION

Launton Road, Bicester,
Oxfordshire, OX6 0UR.

Telephone: (0869) 253355.



LIFEBOAT SMALL ADS



THE HOTEL FOR ALL SEASONS

Secluded, romantic and wonderful hospitality

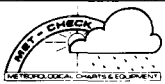
HOLNE CHASE

Nr. Ashburton, Devon
Poundsgate (036 43) 471

AA + RAC** Commendation of B.T.A.

Norman the Gnome

Children's glossy illustrated paper-back, suitable ages 3-7. £3.95 inc. p&p. Direct from Author/Publisher
Betty Hampton, Westering, Clos Beaumont, Castel, Guernsey.



WEATHER INSTRUMENTS

Barometers, barographs, raingauges, frost predictors, hygrometers and thermometers. Also an inexpensive range of remote sensing instruments for wind, rain and temperature. All available by post. Full colour brochure and price list from: **Met-Check, Dept. Y.L., PO Box 284, Bletchley, Milton Keynes, MK17 0QD. Telephone 029671 2354 (24 hours)**

PLYMOUTH HOE - DEVON

AA ☆ RAC ☆
IMPERIAL HOTEL - 22 bedrooms mostly en-suite - Nautical Cocktail bar - Discount for Shoreline members and friends - Details contact resident proprietor Lt Cdr Alan K. Jones RNR Retd. Colour brochure and tariff. **Plymouth (0752) 227311**

SARK - CHANNEL ISLANDS

Beauvoir LICENSED GUESTHOUSE
Family run. Centrally situated nr. La Seigneurie. Open all year. B&B or half board. Own produce. All rooms H & C, heating, hot drinks, some en-suite. Contact John and Jenny Marsland for tariff and brochure. **Sark (0481) 832352.**

FALMOUTH, CORNWALL

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

BINOCULARS

We are the UK's leading supplier of **MARINE BINOCULARS**. Over 20 different types of 7x50 available, with or without compass. Extensive range of general purpose binoculars also available.
REPAIR SERVICE - using latest equipment for accurate collimation and speed of service.

FUJINON

The professional choice for optical marine equipment -
7x50 FMTR-SX - 95% light transmission, flat field. The ultimate marine binocular.
STARSCOPE - image intensifier - compact design, fully waterproof.
Gyro-stabilised binoculars.
High-powered observation binoculars.

For expert advice/brochure ring **0594 - 530666** or write to **MONK OPTICS, The Old Garage, Llandogo, Monmouth NP5 4TS.**

FRANCE, Loire Valley bargain breaks. Lovely detached stone cottage sleeps 2, available from October until end of March '94 at £80 per week fully inc. Tel **010 33 47 946332**

BROADS NATIONAL PARK

Skipped day-sailing on beautiful Edwardian Broads yacht. Also B&B accommodation in picturesque village. Tel (0692) 62768

Churchwood Valley
Wake Up to Nature!
Beautiful wooded valley holiday cabins.
● Unspoilt coastal conservation area
● Close to beach ● Quiet and comfortable
● Fully equipped - cent. heating/cool. TV etc
● Private patio & barbeque ● Shop & launderette
Free colour brochure: Dept L.B., Churchwood, Wembury Bay, Near Plymouth, Devon PL9 0DZ. Telephone (0752) 862328 (24hr)

BEAULIEU - NEW FOREST: Pretty lakeside cottage to rent. Sleeps 4/7. Summer/winter breaks, log fire. £150-£300 p.w. (0252) 712046

DUNKIRK LITTLE SHIP - Ex RNLI 46ft Watson original lines, 4 berth, twin beds, good condition. Usual electrics, radar etc. in commission £18,000. Colchester 0206 331029

STOP PRESS

One of our advertisers has been approached by another publication suggesting that it is amalgamating with *The Lifeboat*, which is to be discontinued. We can assure our advertisers there is no truth in this rumour and if a similar approach has been made to you the RNLI would like to hear from you, as soon as possible.

Barbara Trousdell
Advertising Manager

Eclipse Video

Worldwide Video Conversions
To and from any VHS world standard using the latest digital equipment.

Have you received or are you sending video tapes abroad?

We can offer quality conversions in order that you can play tapes from anywhere in the world or transfer your own tapes to NTSC, SECAM, MESECAM, M-PAL or N-PAL systems.

Most conversions only £15 per tape, discounts on most multiple orders.

(Price includes quality tape, post and packing).
Tel: Ramsey (0487) 830151 anytime, or send tape & payment to: Keepers Cottage, Toll Bar, Great North Road, Sawtry, Huntingdon, Cambs PE17 5XW

Wines of Burgundy

Buy direct from the importer at Wholesale prices; fine quality wines of Burgundy. Send today for a price list & bin end offers
COWAN WINE CELLARS
4 Wykeham Close, Bassett, Southampton SO1 7LZ or Telephone (0703) 767676



INSURANCE

Competitive rates for all types of yachts and motorboats

SPECIAL RATES FOR EX RNLI LIFEBOATS

IMMEDIATE QUOTATIONS & COVER

Contact:

L.R. Sloggett,

Housemans Insurance Consultants Ltd.,
38a West Street,
Marlow, Bucks. SL7 2NB.

Tel 0628 890888 (24 hrs)
Fax 0628 890636

Housemans

FAST FRIENDLY BROKERS WHO CARE

REGIMENTAL TIES

Also Club, Company, Promotional Ties. Blazer Badges & Buttons. Cuff Links, Hand Painted Heraldic Shields/Car Badges. Medal Mounting, also miniatures.
RADNOR LTD, 39 Thames Street, Windsor, Berks SL4 1PR
Tel: (0753) 863982
Est 1919 Personal Callers Welcome

Successful Fund Raising starts here...

Peeks of Bourmemouth Limited

Call today for your FREE Colour Brochure
(0202) 417777

TIDEMASTER® COMMANDER



Time & Tide, Alarms and Stopwatch/Deckwatch in a Diving Case
● Clear highly luminised analogue display
● Metal case with stainless steel screwdown back, and screwdown crown, guaranteed 300 feet
● Positive setting click ratchet tide bezel
● Monitors tidal state
● Secondary digital display shows month day and date
● Alarms on call
● 1/100 second stopwatch/deckwatch
● Deckwatch 'freezes' times of sights
● Second time zone 12:24 hour display option
● Backlight for night viewing of display

£59.95 inc. VAT

From chandlers or add £3.50 for Registered postage
*Registered Trade Mark *Registered Design
YACHTING INSTRUMENTS LIMITED
BOATING DEPARTMENT, MAPPOWDER,
STURMINSTER NEWTON, DORSET DT10 2EH
Tel: 0258 817662; Fax: 0258 817829

INTRODUCTION TO YACHTING

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

Have You Written a Will?

Don't leave your family with all the problems of Intestacy. To protect them properly and to express your wishes, make sure you write a legally valid **Last Will & Testament**. Our **Professional Will Writing Service** can draft and prepare your documents rapidly and efficiently. From as little as £25. For FREE information send a first class stamp to: Legacy Wills, P.O. Box 157, Margate CT9 2NA

ERROL, PERTSHIRE - Well equipped, comfortable Victorian farm cottage with beautiful views over Carse of Gowrie farmland. Open fire. Sleeps 6. Open all year. Tel (0821) 642307. Fax (0821) 642344.

Binocular Repair Specialists

High quality & realistic prices for repairs, cleaning/realigning. Also new and S/H sales
ACTION OPTICS
2 Old Hill, Avening, Nr Tetbury, Glos GL8 8NR
Telephone or Fax: Stroud 0453 833738

RUN A RACE NIGHT

FOR YOUR CLUB OR CHARITY RENT-A-RACE
PHONE 0932 222638 FOR YOUR BROCHURE

ICS

ELECTRONIC WEATHER MONITORING

High quality microprocessor controlled weather monitoring systems at affordable prices. Easy to install and use. Computer connectable for graphing long term trends.

From **£149.95 inc VAT**



- Inside Temperature
- Outside Temperature
- Wind Speed
- Wind Direction
- Inside Humidity
- Outside Humidity

- Time
- Date
- Barometer
- Wind Chill
- Rainfall etc.

Exact features depend on model chosen. Send for free weather station catalogue and price list.

ICS Electronics Ltd. Unit V,
Rudford Industrial Estate, Ford,
Arundel, West Sussex BN18 0BD,
Tel: 0903 731101
Fax: 0903 731105



LIFEBOAT SMALL ADS

FAMILY NAME COATS OF ARMS
Individually painted by hand (from only £19.95) Write and we will tell you if a coat of arms is associated with your name **free**

ALL ARMED FORCES, SCHOLASTIC, CIVIC AND PROFESSIONAL
Ties, blazer badges and wall plaques (Over 10,000 designs - increasing daily)

ORIGIN OF YOUR SURNAME
We research the name and print in Old English characters on parchment-type paper a true record of the name embellished with heraldic beasts and shields in six colours measuring 13in by 11in. Price only **£17.95**

A unique Christmas gift
Callers by appointment only

Please send a stamp for **free** colour brochure and price list. For orders' phone (0202) 631761. Visa Access

House of Arms and Emblems
Dept. L20, 142 Sandy Lane, Poole, Dorset, BH16 5LY

LONDON SW1
ELIZABETH HOTEL
37 Eccleston Square, Victoria, London SW1V 1PB. Tel: 071-828 6812
Ideal, central, quiet location overlooking magnificent gardens on fringe of Belgravia. Comfortable Single/Double/Twin/Family Rooms.
Good ENGLISH BREAKFAST. MODERATE PRICES. EGON RONAY/RAC
FREE COLOUR BROCHURE AVAILABLE

SIDMOUTH SEAFRONT
Centrally situated on the level seafont, all rooms en-suite with col. TV and tea/coffee makers. Tasteful home cooking, licensed, C/Htg. Parking. Golf, tennis, putting and new pool nearby. Admire the beautiful gardens and lovely beaches in this area of Outstanding Natural Beauty.
For colour brochure, tariff and bargain break details, please contact:
Mrs Helen Popplewell
Marlborough Hotel
Esplanade, Sidmouth Devon EX10 8AR Tel: 0395 513320

WEATHER MONITORING
Prices from only £199
WIND SPEED & DIRECTION only

Features (dependent on model)
* WIND SPEED & DIRECTION
* ELEGANT MAHOGANY CABINET (choice of light or dark)
* BAROMETRIC PRESSURE
* HUMIDITY & DEW POINT
* RAINFALL
* SUNSHINE Hrs.
* 12-24V or MAINS
Send for colour brochure now to -
R & D ELECTRONICS
Tel. (0843) 866662
Fax. (0843) 866663
Beaufort House, Percy Ave, Kingsgate Broadstairs, Kent. CT10 3LB

Prices from only £199
WIND SPEED & DIRECTION only

* OUTSIDE TEMPERATURE with MIN & MAX - C & F
* COMPUTER INTERFACE (soon)

Simple Installation

Yacht Crew

- ▲ Cruising/Racing/Delivery/Sea Miles
- ▲ Amateur and professional crew
- ▲ Free service to boat owners
- ▲ Beginners welcome
- ▲ UK and International

Telephone/Fax: 0439 578319

CREW SEEKERS
BRINGING OWNERS AND CREW TOGETHER

Hawthorn House, Hawthorn Lane, Sainsbury Green Southampton, Hampshire SO3 6BD

'THE HISTORY OF CROMER LIFEBOATS AND CREWS' - HF
Bailey 777, 1935-1945, by Kitty Lee. Available from S.A.O. Cromer Lifeboat Museum, The Gangway, Cromer, Norfolk £4.95. Complete record of Henry Blogg's famous wartime lifeboat, now fully restored in Cromer Lifeboat Museum.

Bosanneth
A Place for all Reasons
Superb position overlooking Falmouth Bay and beach. All rooms en-suite with colour TV, complimentary coffee/tea, hair driers, radio and real sea views. Family managed by ex-lifeboat crew member and boss who personally prepare, cook and serve your meals from a choice of menu at breakfast and dinner. Join our growing clientele of RNLI supporters. Brochure on request.
Ann or Eric on 0326 314649.
Gyllyngvase Hill, Falmouth, South Cornwall TR11 4DW.

ALMOST AFLOAT...
or close waterfront, Fowey Harbour, South Cornwall. Comfortable holiday cottages, Polruan, sleep 2/8. Superb views, exceptionally well-equipped, mooring facilities. £50/£350 weekly. Telephone (0726) 870582

QUALITY CLARETS from famous Chateaux. Drinking now/laying down '87 '88 '89s. Half best wholesale price in wooden boxes. Wonderful gift/investment. **AA Wines 0579-50782**

Barometers & Barographs
Restored by experienced craftsmen incl. Negretti & Zambra and other famous makes. Collection point Central London. Russell Scientific Instruments, Rash's Green, Dereham, Norfolk NR19 1JG. Tel. (0362) 693481

RNLI PRESENTATION WALL PLAQUES
Coloured houseflag in relief on 6 1/2"x5 1/2" varnished shield £16 each (+£2 p&p)
Engraved plate with your wording £5 extra

Supplied to many crews stations and branches for those special presentations

MARINE CRAFTS
West Rock, The Cleave, Kingsand, Nr. Torpoint, Cornwall PL10 1NF
☎ (0752) 822638

CARGO SHIP VOYAGES LTD
World wide travel as passengers on cargo ships. Tel: 0473 36265

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

CORNWALL: Mousehole - Delightful sea edge 18th Century, fully modernised cottage to let. Children and pets welcome. Phone 0736 62595 Beth Whyte

COTSWOLD'S - Converted bakery loft. Superb accommodation for two. Centre for Bath, Cirencester, Cheltenham. No smokers. No pets. 0453 833462 or 0453 882157.

Cornwall. Tamarside cottage. Idyllic surroundings. Sleeps 4. Pets welcome. ☎ Barnes (0579) 50284

Salcombe S. Devon
Cottage, sleeps 8, 2 mins quayside, own parking. Tel 04428 25055.

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

ISLES OF SCILLY
MINCARLO GUEST HOUSE - superb position overlooking the harbour at St Mary's - adjacent the Lifeboat Station. Run by the same local family since 1945. All rooms H&C and heating, some with en-suite facilities. Tel. (0720) 22513 or write Colin Duncan

For the best selection of **Self-Catering Accommodation** in Salcombe call
SALCOMBE HOLIDAY HOMES
3 Island Square, Island Street, Salcombe, Devon TQ8 8DP
Tel: 0548 843485, Fax 0548 843489

ISLE OF MULL
A small guest house and farm in lovely countryside, a mile from villages and two from coast. Package multi-activity holidays. Sea sailing and home cooking. Write to Jenny Matthew, Ardrioch, Dervaig, Isle of Mull, Argyll. Telephone (06884) 264

REGIMENTAL TIES
Also Club, Company, Promotional Ties, Blazer Badges & Buttons, Cuff Links, Hand Painted Heraldic Shields/Car Badges, Medal Mounting, also miniatures. Regimental Walking Sticks. Send SAE for enquiries.
RADNOR LTD, 39 Thames Street, Windsor, Berks SL4 1PR. Tel (0753) 863982
Est 1919 Personal Callers Welcome

SCOTTISH HIGHLANDS: Inverewe Gdns 8 mls. Coastal village. Dinner B/B in country cottage. All home cooking. Also available 2 luxury s/c cottages STB. 5 crown Highly Commended. Both in peaceful private location. Open all year. Tel 0445 731425. Mrs Macdonald, Old Smiddy, Laide, Ross-shire.

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

STOP DUMPING - START SAVING THINK GREEN
Empty toner cartridges and OPC drums from computer laser printers are being thrown away in many offices near you! We pay £2 for used cartridges and drums to you, the RNLI or other chosen charity. We also remanufacture toner cartridges for laser printers - saving you up to 50%
Free Trial - Full Guarantee
Tel: Access Lasercall (0372) 748550

GATWICK AIRPORT - Guest House. En-suite, non-smoking. Car parking, courtesy car. Horley (0293) 782994.

THE ULTIMATE IN REPLICAS BY BRIAN WILLIAMS
One of the world's leading miniature model specialists.
YACHTS
TRADITIONAL SAILING VESSELS
THAMES BARGES, TRAWLERS, SCHOONERS
BARQUES & OLD SAILING SHIPS
STEAMSHIPS, LIFEBOATS & TUGS ETC.
Individually commissioned with certificate of A. & S.
West Rock, The Cleave, Kingsand, Torpoint, Cornwall PL10 1NF Tel: (0752) 822638

LAKE DISTRICT
Cottages/apartments hidden in secluded private woodland (Roe-deer, red squirrels), just 1 mile from Windermere. Open all year. Resident owners. For availability and a copy of our brochure, please Tel 05394 44558

The Yacht Inn
South Esplanade
St Peter Port
Guernsey
Tel 0481 720969 Fax 716168
10 Ensuite rooms
10% discount to RNLI members

THE SPECIALISTS IN ALL FORMS OF SEA BURIAL
THE BRITANNIA SHIPPING COMPANY
FOR BURIAL AT SEA - LIMITED
Britannia House - Newton Poppleford - Nr. Sidmouth - Devon EX10 0EF. Telephone Colaton Raleigh (0395) 68652 - 24 hours.

NEW! from The Band of HM Royal Marines, Commandos
An outstanding recording of marches with a nautical flavour:
The Lifeboatmen, Padstow Lifeboat, Trafalgar, On the Quarterdeck, HM Jollies, Raleigh Cry, The Dunkirk Veterans, and much more.
THE RNLI RECEIVES ALL PROFITS FROM THE SALE OF THE RECORDING

"Marches of the Sea" - A tribute to the RNLI
Please send me CDs @ £10.00*
and/or Cassettes @ £7.00* (*inclusive of p&p)

Name
Address
Return this slip to: RNLI, SOUTH WEST REGION, 6 KING SQUARE, BRISTOL BS2 8JD
(Allow 28 days for delivery)

I enclose my cheque made payable to: RNLI for:
Total £

Marches of the Sea
A tribute to the Royal National Lifeboat Institution
The Band of HM Royal Marines, Commandos
Recording of Marches
Released 1st 1990
LBN 1001-1002

**The Lifeboat
Reader offer**

MAKE THE MOST OF THE LONDON BOAT SHOW

6-16 January 1994

The RNLI and Hilton hotels have joined forces to offer you a great way to enjoy the London Boat Show. If you are thinking of attending the Boat Show, or just fancy an enjoyable night or two in London, then this could be for you.

A Complete Offer

This hotel package includes one night's accommodation in a Twin or Double room with continental breakfast. Also included are admission ticket for the Boat Show exhibition at Earl's Court and official catalogue.

Booking Details

To book your berth please call Heidi Ross on (0923) 238877 quoting your credit card number and expiry date. A £15 per person deposit is required. If you prefer, complete the booking form and send to:
Heidi Ross,
Central Reservations,
Hilton hotels,
PO Box 137, Watford,
Herts, WD1 1DN.



A bedroom that doesn't rock in a gale!



Luxury at The Langham Hilton.



Forget cramped quarters, dine in comfort.

HILTON

HILTON
NATIONAL

Hotels (Ticket & catalogue)	Twin	Single
London Kensington Hilton	£43	£55
London Regents Park Hilton	£40	£52
The London Hilton on Park Lane	£78	£133
The Langham Hilton	£78	£133
Hilton National London Olympia	£40	£52

Associate Hotels (Ticket & catalogue)	Twin	Single
Plaza on Hyde Park	£39	£51
The Clive Hotel	£34	£46
Sherlock Holmes Hotel	£41	£53

BOOKING FORM

London Boat Show, 6-16 January 1994

Name _____ Address _____

Post Code _____

Daytime Tel. No. _____

Accommodation Required: Twin ☐ Double ☐ Single ☐ No in party _____

Please indicate your choice of hotel and how many nights (with dates) you wish to stay.

Choice of hotel	Dates required	No. of nights
London Kensington Hilton		
London Regents Park Hilton		
The London Hilton on Park Lane		
The Langham Hilton		
Hilton National London Olympia		

Choice of hotel	Dates required	No. of nights
Plaza on Hyde Park		
The Clive Hotel		
Sherlock Holmes Hotel		

Send to:

Heidi Ross, Central Reservations, Hilton hotels, PO Box 137, Watford, Herts, WD1 1DN or telephone (0923) 238877.

MARTELL



The spirit of Tradition

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

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

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

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



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