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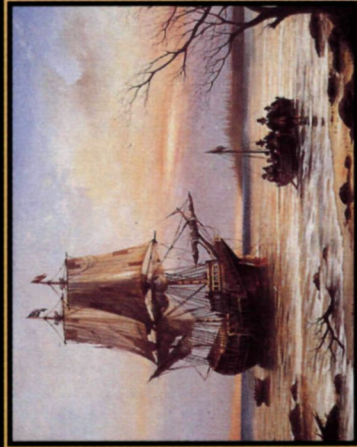


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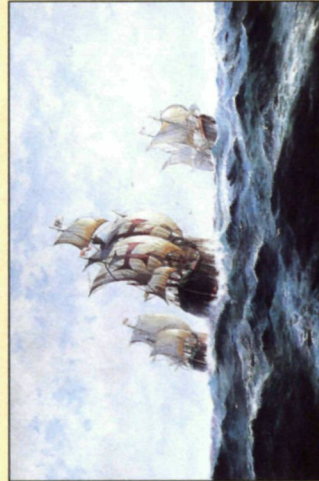
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Lifeboat



Royal National
LIFEBOAT
Institution

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COVER PICTURE

by Campbell MacCallum

The Mersey class lifeboat *Her Majesty The Queen* taking part in the Lord Mayor's Show on 13 November 1993. Among those aboard her are the BBC TV's 'Blue Peter' presenters and the young winners of a recent Storm Force competition.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1994, and news items should be received by 18 February 1994, 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.

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THE ANNUAL MEETINGS – 1994

AGM and APA News

The Institution's Annual General Meeting and Annual Presentation of Awards will, as usual, take place in London at the South Bank Centre, this year on Tuesday 10 May 1994.

Last year it was necessary to hold both meetings in the same hall, but for 1994 the AGM will once again be held in the Queen Elizabeth Hall at the normal time of 1130 and the APA in the nearby Royal Festival Hall at 1445 (15 minutes later than normal).

Governors should find their application forms for both meetings enclosed with this issue of THE LIFEBOAT – if not please contact the AGM office at RNLI headquarters.

The AGM is restricted to Governors of the Institution, but the

afternoon presentation of awards is open to all – members, supporters and other interested parties are cordially invited to attend. Tickets are available on a first-come, first-served basis from the AGM office at headquarters.

Individual seats will not be allocated for the APA and stewards will assist with seating arrangements on the day.

Contact the AGM Office, RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ for tickets or further details.

Penrhys explained

Our 'Penwhere' piece in the previous issue may have been explained by subsequent articles in the national press – BBC Wales is filming a Lynda La Plante drama series based around a lifeboat station. In the storyline the station is 'Penrhys' – but filmed at St Davids in Pembrokeshire.

The series was originally scheduled for transmission in January 1994, but we hear that it may now be delayed until the Spring.

Walking together

The RNLI is to link up with another major charity during 1994 for its first national joint fundraising venture.

Members of the RNLI and of the National Trust will be invited to take part in a series of sponsored walks on 5 June 1994 – which will take the participants between National Trust properties and RNLI lifeboat stations.

The vital legacies

The RNLI is fortunate in that it receives a number of legacies and bequests each year, which enables it to meet its fundraising targets and maintain and improve the lifeboat service.

A few of these legacies are quite substantial, but the majority are of more modest size and do not make the national headlines like the recent record bequest from the late Roy Barker.

However it is the smaller bequests which provide the regular income which helps the RNLI to plan for the future and which are of such vital importance.

The Institution has a special pack to help anyone who is considering naming the RNLI as a beneficiary under the terms of their will, and this can be obtained simply by writing to Central Fundraising at RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ or telephoning Poole (0202) 671133 and asking for extension 330.

Eight walks have already been arranged: from Bulmer to Seahouses lifeboat station (north east), from Newcastle lifeboat station to Newcastle (Northern Ireland); from Dunster Castle to Minehead lifeboat station (south west); from Scarborough to Filey lifeboat station (north east); from New Brighton lifeboat station to Heswell (north west); from Rhossili to Horton and Port Eynon lifeboat station (Wales); from Southwold lifeboat station to Dunwich Heath (East Anglia) and from Dover lifeboat station to Deal (south east).

Further details can be obtained from: RNLI/National Trust Walk, RNLI, West Quay Road, Poole, Dorset BH15 1HZ – but if none of these walks are convenient members can, of course, make any other sponsored walk to raise money!

NEWSPPOINT

The End of the Beginning

An organisation the size and complexity of the RNLI will always be developing and progressing, and in doing so passing milestones in its history. But the completion of the 'fast lifeboat' programme at the end of 1993 is perhaps even more significant than it appears.

Quite apart from being the culmination of many years of intense effort to meet a specific target it is also a tangible representation of the increasing speed of response and modern thinking which can be traced back some 30 years to the first high-speed inshore lifeboats.

However, pleasure at modernisation must be tinged with sadness, for at Aldeburgh we witnessed the phasing out of the last of a type of lifeboat which can trace its ancestry back to the 1700s and 'The Original' herself.

For generations the very term 'lifeboat' conjured up the vision of a double-ended, relatively heavy displacement vessel which was instantly recognisable. But changing times, patterns of casualties, modern materials and the laws of physics have all conspired to make this type of lifeboat as obsolete as the cork lifejacket.

While we may look back with fondness at a type of lifeboat which has served us so well for so long the latest classes are not only more effective lifesavers they are also designed to be safer and kinder to their volunteer crews. They are the future, and it is to the future that the lifeboat service must look.

St Teilo, the 'Penrhys' lifeboat, is the ex-Relief Fleet Solent class Jack Shayler and the Lees and was chartered to the BBC for the filming. She will be sold out of service when it is complete.

The Institution co-operated in the making of the series to ensure that it was presented in the correct light, and members of the station were also involved in various ways with operating the lifeboat.

Colours paraded

Kilkeel lifeboat crew member Earnest McKee, escorted by fellow crew members Geoffrey Annett and John Fisher, carried the colours of the RNLI at the National Service for Seafarers at St Paul's Cathedral in London on 20 October 1993.

The service has been held annually since 1905 – the centenary of Nelson's death at Trafalgar – and is organised by The Mission to Seamen. Members of the Royal Navy,

Merchant Navy Royal Fleet Auxiliary, sea training schools and representatives from commercial shipping, fishing companies and organisations concerned with safety and sea rescue attend the evening service in the Cathedral.

The three Kilkeel lifeboatmen were chosen to represent more than 4,000 men and women who serve as volunteers at the Institution's 211 lifeboat stations.





London Boat Show

The Earls Court Boat Show takes place between 6 and 16 January. The RNLI will have a pool-side stand with capsize demonstrations by an Atlantic 75. All visitors will be made most welcome.

New lifejacket in service

The new lifejacket for crews of all-weather lifeboats, which has been under development for some three years, is now to be issued to all of the RNLI's 125 all-weather lifeboat stations. The first station to receive the new lifejacket was Eastbourne, at the end of October 1993, and all stations should receive the new £170 jacket within the next three years.

The new inflatable lifejacket is much less bulky than the air-foam model which it supersedes and although offering the same properties – such as floating the wearer face-up – it is much easier to work in, particularly within a modern lifeboat's wheelhouse.

The lifejacket was developed in conjunction with specialists Crewsaver and incorporates two separate, gas-inflated chambers. The first inflates automatically when the wearer enters the water to provide 32lb of buoyancy – enough to keep a lifeboatman afloat yet able to manoeuvre in the water. The second chamber can be triggered manually to give a total of 63lb of buoyancy which is enough to keep both the wearer and a survivor afloat.

• A detailed examination of RNLI lifejackets and their history appeared in the Summer 1993 issue of *THE LIFEBOAT*.

Fishing Safety campaign

The RNLI is supporting a Department of Transport Fishing Vessel Safety Campaign by drawing it to the attention of fishermen around the coast and helping to distribute leaflets produced by the Department by having a stock available at lifeboat stations.

The leaflets, in a striking yellow and black and headed 'Fishing is a Dangerous Business – Make it Your Business to Make it Safer', provide a check list for skippers to help cut down on fishing vessel accidents.

Fishing has been identified as one of the major causes of lives lost around the coasts covered by the RNLI, which welcomes the attempt to reduce the number of casualties.

Lifeboatmen are People of the Year

Two Hayling Island lifeboatmen, Rod James and Frank Dunster, have been named as two of the 17 People of the Year by RADAR – the Royal Association for Disability and Rehabilitation.

The two were chosen for the honour, accorded at a special luncheon at the London

Hilton on 3 November, for their part in the rescue of 17 young people from a yacht in severe weather and heavy seas in October 1992. A full account of the service – which led to the award of an RNLI Silver Medal to both men – appeared in the Spring 1993 issue of *THE LIFEBOAT*.

RNLI's royal visitor at the Southampton Show



HRH Prince Edward visited the prototype Severn class shortly after opening the Southampton Boat Show in September 1993.

The Prince spent a considerable time aboard the lifeboat and took a great interest in the boat and her equipment. He is pictured next to the inflatable Y Boat on the wheelhouse with Staff Officer (Trials and Operational Development) Lt Cdr Harry Teare (left).

Technical talk at the ILC

Representatives from eight member countries of the International Lifeboat Federation met for a conference hosted by the RNLI at the Inshore Lifeboat Centre (ILC) in Cowes on 11 and 12 November 1993.

The conference, the first of its kind, was to discuss and exchange matters of technical interest and included a familiarisation trip on a Severn class lifeboat and visits to several companies which build and fit out the Institution's lifeboats.

A tour of the ILC, where inshore lifeboats are built and maintained, was also included. Delegates from Holland, Italy, France, Norway, Sweden, Denmark and the RNLI attended the meeting.

Lord Mayor's Parade

The Mersey class lifeboat *Her Majesty The Queen* took part in the Lord Mayor's Parade on Saturday 13 November 1993 – see cover picture. Apart from marking the centenary of the RNLI's City Branch, which falls in 1994, the lifeboat was also carrying members of the BBC TV's 'Blue Peter' programme and two young people who had won the trip as a prize in a Storm Force competition.

'Blue Peter' is holding a special appeal to raise funds to replace six 'Blue Peter' inflatables and the programme carried considerable footage of the parade, which also featured on live television during the day.

The coxswain and two crew members from Hastings formed the official 'crew' for the day, with various other volunteers and staff members either aboard to help or walking in the RNLI's 'costumes through the ages' parade – covering everything from black oilskin coats and cork lifejackets through to the latest foul-weather gear and inflatable lifejacket. Indeed with the torrential rain experienced on the day the RNLI representatives were the most appropriately dressed of any contingent!

Crimdon Dene closes

Crimdon Dene lifeboat station, in Co Durham on the north-east coast of England, closed on 31 October 1993 at the end of the inshore lifeboat's summer season.

The station, established in 1966, operated a D class lifeboat which had launched 69 times.

Despite the dedication of crews at the station it was decided that due to the low level of activity and the difficulty in obtaining sufficient crew in an out-of-the-way location operational cover could be maintained perfectly satisfactorily by the Atlantic 21 rigid inflatable at Hartlepool, only 5 miles to the south, and the D class inflatable at Sunderland to the north.

From the Director...

Lt Cdr Brian Miles looks at the RNLI's plans for the future and at a busy and memorable 1993

In any generation, improvements in the lifeboat service can always be achieved, and the recognition that tomorrow we should aim to be better than yesterday, constantly reminds us that proper forward planning is essential.

The RNLI has always tried to plan ahead, but a detailed five-year strategy dates back only to the mid 1980s. It is interesting to recall some of the targets in the 1988 Plan. The main operational target was to introduce fast lifeboats at all stations by 1993 – how satisfying that the allocation of the final Mersey class lifeboat to Aldeburgh at the end of 1993 completed this programme.

In 1988 reference was also made to the replacement of all non-inherently self-righting lifeboats by the early 1990s and the expansion of operational training. The first target was achieved and training has indeed been expanded, from 260 lifeboat crew members on training courses in 1982 to 1,700 in 1992. This not only reflects an increase in activity, but also the enthusiasm and the willingness of crews to devote ever more time and energy to achieving the highest possible professional standards.

Targets were also identified in fundraising, finance, administration and staff numbers, and all have largely been achieved. Clearly, the fundraising targets were particularly significant and included the requirement to increase souvenir sales, through existing branch and guild outlets and to expand mail order. The vital importance of legacies was noted, as was the encouragement of more support from the corporate sector. Inevitably high priority was given to the enhancement of branch and guild income, as the support we receive in these areas has always been a cornerstone of our success, not just in terms of income raised, but in encouraging support from the other areas referred to. Long may this continue to be the case.

STRATEGIC

The main targets in the 1993 strategic plan included further improvement in our speed of response, with the introduction of the Severns, Trents and Atlantic 75s, and a review of the level of cover declared to the UK and Irish Governments. The RNLI will also liaise more closely with other maritime organisations to improve safety at sea and be more active in this area generally. Michael Vlasto, a former divisional inspector and training officer is developing these new initiatives from January 1994.

Another target identified in the 1993 plan is maintaining a sensible level of reserves. The justification for charities' reserves has caused some debate, and it

is important that the Institution's policy is clearly understood.

The Committee of Management is responsible for our long-term commitment to provide an effective lifeboat service, which is entirely dependent upon voluntary funding.

This commitment represents a firm undertaking to governments, upon which they must rely to fulfil their obligations under international treaties and conventions. The Committee is also aware that our financial strength has ebbed and flowed to a remarkable extent – with reserves reaching a peak of almost seven years expenditure in the early part of this century, and as low as three months expenditure as recently as the late 1970s.

For all these reasons the Committee of Management believes it is essential that a long-term view should be taken in conducting the Institution's affairs. A sensible level of reserves helps underwrite future success, and a view over twenty years – the life expectancy of an all-weather lifeboat – is necessary to plan future lifeboat cover. Over the next 20 years capital spending on lifeboats and boathouses is likely to be around £400m at current prices, with £54m being spent in the next three years. We must take full advantage of opportunities to build reserves when possible, to provide for periods when they might have to be drawn upon. In this way we can ensure the service we provide is maintained to the highest possible standards.

BUSY YEAR

Some of the highlights of another busy year included a memorable day at Ramsgate in July when our Patron, HM The Queen, accompanied by HRH The Duke of Edinburgh named a new relief Mersey class lifeboat. This lifeboat was funded from the Police Appeal, which raised over £300,000, and representatives from police forces all over the country were at the ceremony.

History was made in July when our President, HRH The Duke of Kent, visited seven lifeboat stations in the Republic of Ireland. For security reasons the President's visit had not been announced beforehand and there was great excitement at the various lifeboat stations when the identity of their unexpected visitor became known.

1993 saw an unusually large number of naming ceremonies, as the Mersey class lifeboat building programme drew to its close, and in June the prototype Trent class lifeboat was also named, by Countess Mountbatten of Burma. She spoke of her parents, Lord and Lady Mountbatten, and of the pleasure they would have derived from knowing that



the first boat of a new class had been named in their honour.

In recent years the RNLI has developed ever-closer links with colleagues in lifesaving all over the world. A highlight of the year for me was a visit to the Estonian Rescue Service in August, where the former Port Erin Rother class lifeboat is already in service at Haapsalu on the west coast. It was a great pleasure to see the lifeboat being cared for by her new crew with great pride.

We are in contact with various overseas lifeboat organisations, including New Zealand, South Africa, Uruguay and Estonia, discussing the sale of ex-RNLI lifeboats, and I am delighted that these boats will be able to continue their lifesaving role so far from home.

Finally, I would like to mention once again the new procedures for financial branch and guild accounting, and to thank everyone concerned for their positive response. Almost 90% of branches and guilds are following the new procedures and this is so encouraging. These changes are just one of the many ways we are trying to ensure that tomorrow we will be better than yesterday, but we remain aware we could not make any changes or effect any improvements unless we received the active support and encouragement of those directly concerned.

During 1993 I visited many lifeboat stations and RNLI functions and have enjoyed the usual friendly welcome on every occasion. To those I met in 1993: thank you again for your kindness and hospitality. To those I did not meet: I hope I will have the chance to put this right in the near future.

On behalf of everyone here at Poole headquarters I wish you and your families good health and happiness in the New Year, and I thank you once again for all you do on behalf of the RNLI.

On 30 November 1993 the Mersey class lifeboat *Freddie Cooper* arrived at Aldeburgh to mark the beginning of a new era – an era in which there are fast lifeboats at every one of the RNLI's stations. It was also the...



End of the beginning

A day which gave great pleasure, but one which was also tinged with sorrow; a nondescript, grey and chilly day, yet an auspicious one. Tuesday, 30 November at Aldeburgh was all of those for, as the Mersey class Freddie Cooper appeared out of the gloom heading for Aldeburgh beach, there was the tangible proof that a plan, seven hard years in the execution, had finally come to fruition – and that the last 'traditional' lifeboat would soon be leaving RNLI service.

With *Freddie Cooper's* arrival there was now a fast lifeboat at every one of the RNLI's 210 lifeboat stations, completing a modernisation programme the like of which the Institution had not tackled before. Faster lifeboats had been appearing around the coast since the 15-knot Waveney's of the 1960s, but it was not until 1986 that the benefits of the faster speed of response had become so obvious – and the design skills and materials available – that a commitment was made to put such boats at all stations. That commitment was backed by a time-scale, just seven years.

At that time the fast carriage launched lifeboat was still in the

design stage, so in those seven years not only did the design have to be proved but enough boats, carriages and tractors had to be built to cover the stations involved together with a relief fleet. It was indeed a major commitment.

For a variety of reasons Aldeburgh, on an exposed stretch of Suffolk coast, was the last station to receive its Mersey. Its Rother was relatively new, being the last built, and as its lifeboat had traditionally stood in the open at the top of the beach there were no facilities to house the new and sophisticated lifeboat. Building a new boathouse in such an environmentally sensitive position involved considerable effort on design and planning, and so it was not until the last day of November in the last year of the plan that Aldeburgh was able to receive its new boat. Even then the boathouse was not complete, although the building should be operational very early in 1994.

The crowd which had gathered, in much-less-than-hospitable weather, was proof enough that the town was eager to greet the new era. The assembled press corps – and Radio Suffolk broadcasting live from the beach for three hours – was evidence that the Institution's achievement was also recognised elsewhere.

'I am confident that we will meet our target and the resulting modernised lifeboat fleet will be a fine tribute to our collective efforts'

– The Duke of Atholl announcing the Institution's seven-year plan at the annual meetings, May 1986



'This is a special day indeed in the RNLI's history. The arrival of the new Mersey represents the final piece of the jigsaw'

– Lt Cdr Brian Miles, Director of the RNLI, November 1993

Aldeburgh Lifeboat Station

There has been a lifeboat station at Aldeburgh since 1851, when the RNLI took control of the lifeboats of the Suffolk Shipwreck Association and moved the lifeboat there from nearby Sizewell. The Suffolk Association's Sizewell lifeboat had gone on station in 1826, but had always been manned from Aldeburgh.

In 1859 the lifeboat capsized on service with the loss of three of her crew, and 40 years later, in 1899, another disaster struck the station when seven crew members lost their lives after the lifeboat was struck by a breaker and capsized.

Fortunately the station's history has been less eventful this century although four Medals for Gallantry have been won at the station

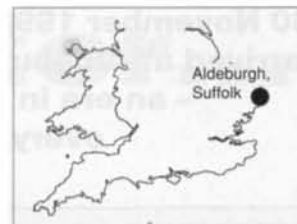
since 1900 – including Coxswain James Cable's third *Silver* in 1900. The most recent medal was awarded to the helmsman of the station's inflatable D class lifeboat, John Majoram, the month after she arrived in 1977. There were two lifeboats at the station from 1905 until 1959 and both served at Dunkirk in 1940.

Aldeburgh's all-weather lifeboat has been kept in the open at the top of the beach for many years and needed tractor assistance to launch and recover her. The tractor was also fitted with a bulldozer blade as it was sometimes necessary to re-grade the beach. The sophisticated Mersey replacement needs to be protected both from the elements and from

any interference which could delay a launch so, after studying alternative sites, the RNLI was granted planning permission for a boathouse on the existing site. The new structure was designed by Woodbridge architects Mullins Dowse to meet the operational requirements and to give a good view of the lifeboat when she is housed. Although modern and unusual it has been designed to reflect and compliment the architecture of the area and should be completed early in 1994.

The new Mersey, *Freddie Cooper*, will be launched from a special carriage propelled by the latest design of purpose-built waterproof tractor and so the old slipway has now been removed.

End of the beginning continued



It was around 1000 when the shapes could first be distinguished down to the south, hovering on the edge of visibility – *James Cable* leading *Freddie Cooper* and escorted by the Suffolk Police launch.

As they grew more distinct and made a close pass along the steep-to shingle beach the *Mersey* was able to show just how great is the difference between 8 knots and 17 knots. The unmistakable rumble of two, turbocharged 285hp diesels grew louder and *Freddie Cooper* accelerated past her predecessor for a series of high-speed runs.

Picking her moment she began the approach for her first beaching, waiting for the right wave conditions to run her forefoot onto the shingle – and the sight of a 14-ton boat charging a beach through surf is still a spine-tingling sight no matter how often witnessed.

With *Freddie Cooper* safely ashore it was time for the RNLI's Director, Lt Cdr Brian Miles, to disembark and, as the RNLI's very last double-ended lifeboat in service steamed away to the waves of the crowd, he made his way to the D class boathouse for the welcoming ceremony.

Admiral Sir Charles Mills, the president of the station branch, welcomed the new boat and all those assembled to greet her, saying how pleased they were to have the new fast lifeboat.

The Mayor of Aldeburgh, Clare Foss, then echoed the town's pleasure at the arrival of *Freddie Cooper*, shortening her address in deference to the biting easterly sweeping the beach and the shivering of the audience!

The RNLI's Director then expressed the Institution's pleasure at being able to complete its fast lifeboat programme on time and that Aldeburgh would now be able to look forward to a faster, even more effective lifeboat service. To conclude the short ceremony Cdr Miles produced from his pocket the final piece of the jigsaw – a piece which fitted the vacant space around Aldeburgh on the map of RNLI stations alongside him.

With press, TV and visitors' cameras whirring the final piece of the jigsaw fitted exactly – and the RNLI's seven-year quest was symbolically completed.

The Rother class

The 37ft 6in Rother class, of which Aldeburgh's *James Cable* was the last in service, was introduced in 1973, although based on a design which first appeared in 1958.

The 1958 design, the 37ft Oakley, was the result of Naval Architect R.A. Oakley's efforts to produce a lifeboat which would self-right if capsized, but which did not sacrifice stability when in normal service – a failing of earlier attempts.

He achieved this with a novel and effective, if rather complicated, system for automatically transferring water ballast to a wing tank at a critical moment as the lifeboat rolled over.

Powered by twin diesels, initially of around 40hp and later 50hp each, and driving propellers protected in deep tunnels boats of this class were capable of some 8 knots.

The boats were essentially open, with just a small shelter and engine casing amidships and could be launched by carriage or down a slipway.

Some 14 years later radar had become an almost indispensable aid, but could not be fitted to the virtually open Oakleys. There was neither the superstructure to which a scanner could be attached nor sufficient headroom in the shelter for the viewing end of the installation.

A review of the design came up with the Oakley Mk II – which was known as the Rother class.

Although virtually identical to the Mk1 structurally and in general hull form there were considerable differences above the waterline. A much larger cabin and an open-ended wheelshelter with a buoyant roof made the design inherently self-righting – so that the water ballast transfer system was no longer needed. One restriction had been the headroom in existing boathouses, and the new class had been designed to fit them without modification – the radar scanner being mounted on the wheelshelter roof and folding back underneath it to reduce overall height.

The two classes were numbered together, from 37-01 to 37-40 of which the last 14 were Rothers. They were all of wood construction, initially double-diagonal planked and later cold-moulded, and the last, *James Cable*, was built in 1982. The first Oakley was withdrawn in 1988 as the first *Mersey* entered service and the first Rother was withdrawn in 1990.



The Rother class *James Cable* makes her final pass along the beach at Aldeburgh on the day her *Mersey* class successor arrived



(above) A welcome for the new *Mersey* from station president Admiral Sir Charles Mills and (right) Lt Cdr Brian Miles inserts the final piece in the jigsaw – a symbolic completion of the seven-year plan to have fast lifeboats at every one of the RNLI's lifeboat stations.



(above) Richard Perks, inspector of lifeboats for the East Division was in command for the passage to Aldeburgh from the training centre at Poole. (right) BBC Radio Suffolk talks live from the beach to The Duke of Atholl who, as Chairman at the time, first announced the fast lifeboat programme



When a new carriage-launch lifeboat arrives at her station she is immediately re-launched and then recovered again as a final check on the carriage, tractor and lifeboat and to familiarise the shorehelpers with the new equipment. Recovery and launching

James Cable

James Cable, official number 1068, carries the operational number 37-40 and is the 40th, and appropriately the last, boat of the Rother class. She was built, of cold-moulded wood, by William Osborne at Littlehampton in 1982 as a 'Beach' version of the Rother, which among other small modifications includes a wider keel as there was no need for her to fit a carriage or conventional slipway. She has twin Ford Mermaid diesels each developing 52hp and giving a speed of 8 knots

Beach lifeboats were launched from a short, simple slipway which did not extend fully into the water. As a result it was necessary for skids to be placed between the end of the slip and the water, momentum from the slipway section carrying the boat across the skids and into the water.

James Cable was funded by a special appeal launched in Aldeburgh, with other gifts and legacies, and she spent her entire working life at the station. She takes her name from a famous coxswain of the Aldeburgh lifeboat who served for 30 years from 1888 to 1917 and was awarded three silver medals.

When *James Cable* leaves Aldeburgh and is sold out of service she is likely to continue her lifesaving work. The Estonian Lifesaving Association has already expressed interest in her – to join a Rother and a Solent which are already in service there.



are labour intensive but, no matter how tired and cold the crew and helpers, the process must go ahead. Here, long after most spectators have retired to the warmth of pub or home, Aldeburgh lifeboatmen and staff members launch and recover her again.

The Mersey class

When the Institution committed itself to having fast lifeboats at every station by the end of 1993 the carriage-launch Mersey class was the final type of lifeboat required to complete the plan. There were already fast boats capable of lying afloat or being launched from most slipway boathouses and the Mersey enabled the RNLI to start replacing the older, 8-knot, boats at carriage and beach launched stations.

The design was complicated by the need to build a boat light enough and compact enough to transport on a carriage yet which retained all of the traditional lifeboat qualities of strength, reliability and sea-keeping.

Weight was the key. A light boat was not only easily transported on the carriage but also made it possible to obtain the speeds required. However the required strength could not be obtained with the materials used for current lifeboats, leading to the building of the first 10 boats in aluminium (a first for the Institution) and the development of a sophisticated Fibre Reinforced Composite for the remaining 27.

Designing a hull form which was capable of the speeds required was complicated by the need for fully protected propellers and the ability to operate in the kind of conditions few other kinds of vessel experience.

Eventually these conflicting needs were overcome by the RNLI's designers and after extensive testing and trials the first of the new class was announced in 1987.

There are now 37 Merseys in the fleet, and the building programme was completed in 1993. *Freddie Cooper*, operational number 12-34, is the final Mersey to enter service, although she was not in fact the last to be built – that honour fell to Girvan's *Silvia Burrell* (12-37) which beat *Freddie Cooper* into service by a matter of months.

Freddie Cooper was funded from the legacy of Mrs Winifred May Cooper.



Lifeboat Services



Crew member swims to stranded yacht

Wells' Mersey class lifeboat *Doris M. Mann of Amptill* was called to the aid of a 28ft yacht which was stranded on Blakeney Point on 31 July 1993, rescuing the yacht the two adults and two children on board at the time.

Wells' Mersey class lifeboat *Doris M. Mann of Amptill* stands off outside the surf line waiting to connect a tow with the yacht *Aubie*.



The lifeboat had been launched at 1734 and reached the scene some 20 minutes later to find the yacht aground on a sandbar in a Force 5 wind and taking water.

A helicopter had also been alerted, but while attempting to pass a tow line it be-

came entangled around its tail wheel,

forcing it to land on the beach. With the yacht well aground crew member Robert Smith then attempted to swim a line to her, managing to reach the casualty only to have the line swept away while trying to board her.

Coxswain Graham Walker then decided to fire a Speedline across the yacht, a manoeuvre which finally succeeded in putting the tow aboard at 1849. Crew member Smith was still aboard the yacht and was able to make it fast, enabling the lifeboat to ease the casualty back into deeper water.

The yacht was then towed into the safety of Blakeney Harbour, where she was put on a mooring at 1921, before the lifeboat returned to Wells at 2003 for re-housing. She was ready for service again by 2050.



Littlehampton
East
Division



Swimmers rescued from surf-swept pier supports

The Chief of Operations has written to congratulate crew member Steven Tester of Littlehampton's Atlantic 21 *Blue Peter I* following the rescue of two swimmers on 16 July 1993.

The Atlantic had been launched at 2051 following a report that two swimmers were in difficulties on the West Pier and arrived in the area six minutes later.

A man and a young girl were clinging to the sloping supports in a heavy surf,

exhausted and being lacerated by the barnacles. A first attempt to put the lifeboat between the supports was abandoned because of fears of damage and she stood off while crew member Tester swam in through the surf to retrieve first the girl and then the man. Both were exhausted and suffering from hypothermia and lacerations and were landed at the station for first aid before being taken to hospital. *Blue Peter I* then returned to the scene to check that no-one else was in difficulty, and was then called out to search for the source of red flares. Nothing was found and she was finally stood down at 2136.

• This service was featured on BBC TV's 'Blue Peter' programme, when the girl – 13-year-old Abigail Martin – recounted her experiences as part of the programme's appeal to fund six Blue Peter lifeboats.

European Co-operation



Photo Paul Russell

The Ijmuiden lifeboat *Christien* was visiting Lowestoft on 17 October when the Coastguard reported a fishing vessel broken down a few hundred yards off the harbour mouth.

As *Christien's* crew were already aboard, ready to leave for home, they willingly obliged with a tow. Could this be a first – a Dutch lifeboat performing a service out of a British port?

Floods hit Scottish caravan site

Aberdeen's D class inshore lifeboat was towed more than eight miles behind the helmsman's car when a flash flood burst the banks of the River Dee and water up to 10ft deep engulfed a park containing nearly 100 caravans and chalets.

At 0300 on 8 October the Grampian Fire Brigade contacted the station for help and in less than an hour the lifeboat crew had transported the inflatable to the site and began searching for three people believed trapped and for three firefighters who had previously waded out and been cut off.

The missing people were found inside their caravans, with the firefighters marooned on top of nearby caravans, and eventually taken to safety. Navigation was extremely difficult in the dark, partly due to the current flowing through the park and partly because of underwater obstructions including fences, shrubs, barbed wire and submerged cars. The lifeboat in fact grounded on several parked cars during the service.

On its next foray the lifeboat located an American in a chalet and was about to take him to safety when he expressed concern

about a lone female in a nearby chalet. She was found, but would not leave without her two badly scared cats or allow anyone else to take care of them. The firefighter aboard the lifeboat said that his service had strong bags for this kind of work and so the lifeboat set out to land the American and fetch the bags.

However at this point fears were expressed for the safety of an elderly man with his leg in plaster who lived in an isolated caravan half-a-mile outside the caravan park. With the American acting as a guide the ILB located the caravan and the crew made her fast to a fence while they waded the rest of the way. They found the man and his dog lying on a partially submerged mattress, very cold, wet and shivering but had to break a window to get to him.

Having landed the survivors and the dog the ILB went back for the lady and her cats, and after quick refreshments the crew were asked to check every caravan and chalet. They did so in conjunction with a police inflatable, finding two more cats – one on a settee floating in about 3ft of water



– and returning them to their owners.

It was daylight by now and at 0740 the crew set about ensuring that all gas cylinders were turned off, frequently wading among the floating cylinders and at one point making the lifeboat fast to a submerged JCB. Having also discovered a wild rabbit marooned on a fence and rescued that, they then took a representative of the gas company to turn off the supply to a large gas tank which was floating and attached only by its supply pipe. The lifeboat crew were then able to load their boat onto a fire brigade lorry to return home.

However there was more work to do – and the crew were recalled to help the police inflatable with the evacuation of three more people – including a pregnant lady and a small baby – then to retrieve the large gas tank which was now in danger of being swept into the swollen river, and finally to retrieve a makeshift raft which had sunk on passage to dry land.

It was not until 1250 that the crew were finally stood down – nearly nine hours after their arrival – and were finally able to re-load the inflatable on the lorry and return to station.

Aberdeen's D class inshore lifeboat *Trevor Edwin Jones* makes her way cautiously through the flooded caravan park. Thirteen people and six animals were rescued. Photo Aberdeen Evening Express



The speedboat *Hot Banana* lived up to her name on 6 July when a fire, believed to have started in the outboard engine, spread to the fuel tank and caused a major explosion.

The boat burst into flames at the entrance to Christchurch harbour and the nearby Mudeford lifeboat was at the scene within minutes and went as close as possible to see whether anyone was still aboard. The three occupants had, however, had a very lucky escape and managed to get ashore.

The lifeboat stood by as two fire appliances doused the flames, although the boat was a total loss.



LIFEBOAT'S PROPELLERS DAMAGED ON ROCKS

C class takes off two survivors before fishing boat breaks up

Helmsman Ian McDowell of the St Bees lifeboat has been awarded the Institution's Bronze Medal for the leadership, skill and courage he displayed during a service to a fishing vessel aground in surf.

The Thanks of the Institution on Vellum has been awarded to the others aboard during the service: Helmsman Alistair Graham, and crew members Marcus Clarkson and Paul McDowell.

At 0718 on Saturday 31 July 1993 St Bees lifeboat station was told by Liverpool Coastguard that the fishing vessel *Couer de Lion* was aground in Fleswick Bay off St Bees Head with two people aboard. The C class lifeboat was launched at 0725 with Alistair Graham at the helm and Helmsman Ian McDowell and the two crew members aboard. A Westerly Force 5-6 was causing a 6ft dumping surf which extended some 200 yards offshore, and the lifeboat was hit by several large waves which threw her into the air before she was clear.

At 0733 the casualty was sighted on the edge of the surf in Fleswick Bay, and the inflatable moved in to about a quarter-of-a-mile to seaward of her. *Couer de Lion* was aground on an outcrop of rocks 35-40 yards offshore, listing heavily to starboard and almost beam-on to the waves. Heavy seas were breaking on to her decks and two men were hanging on in the bow.

The seas were some 8ft high and approaching from seaward would be extremely difficult, so Graham made his approach between the shore and the casualty's stern. Clarkson and Paul McDowell were about to put a line aboard when a large wave hit the casualty, passing over her and pushing the lifeboat away.

Damaged

Out of the lee of the casualty the lifeboat was beam-on to the seas, but Helmsman Graham instinctively turned the lifeboat to starboard to come head-to-sea and try to power out of danger. Waves were filling the lifeboat and it became apparent that the engines must have been damaged on rocks, as there was insufficient power to get further to seaward.

Unable to power clear of danger McDowell decided to beach the lifeboat. As soon as the water became shallow enough the engines were stopped – the movement was too violent to lift them – and all four crew jumped out and at-



tempted to hold her head-to-sea and man-handle her ashore.

Ian McDowell tried to raise the engines while the other crew members tried to hold her steady in the breaking waves and during the struggle Graham fell over a rock and the boat fell on top of him, trapping his leg. He managed to struggle free and although pushed under a second time was pulled clear.

Beached

Paul McDowell was washed under the boat at one point and Ian McDowell found himself trapped between the engines and a large rock. They managed to free themselves and the engines were eventually lifted and the boat beached on the shingle 40 yards south of the casualty.

Marcus Clarkson and Paul McDowell started to change the propellers while Ian McDowell tied a length of line around his waist and walked into the surf. With Alistair Graham holding the shore end McDowell managed to get close enough to shout to the survivors that the lifeboat would be coming and to keep holding on.

With new propellers fitted the lifeboat was dragged through the surf, fuel oil and debris to a position opposite the casualty, where Ian McDowell and Marcus

Bronze Medal



Clarkson climbed back aboard. Paul McDowell and Graham held the boat steady as the engines were lowered and started but it was felt safer to leave them behind rather than risk trying to board in the dumping surf. Waiting for the right moment the lifeboat powered away from the beach towards the casualty, striking numerous rocks as she fought to get clear.

Approaching the casualty McDowell nudged the lifeboat's bow onto the fishing boat's port side and Clarkson made a line fast. After much encouragement one of the survivors jumped, but another large wave struck and the lifeboat was again pushed clear, parting the line.

Clarkson reacted quickly. Grabbing the helm he drove the bow back onto the casualty and the second survivor threw himself onto the lifeboat's canopy before McDowell got underway, passing around the stern of the fishing boat and directly into the sea. The time was now 0815, and shortly after the lifeboat left the fishing boat started to break up.

Impossible

The inflatable had again suffered damage to her propellers and was underpowered, with one engine over-revving. The engine was stopped, and as it was now impossible to return for the other two crew members slow progress was made back to station, where the lifeboat was recovered at 0830.

The survivors were suffering from mild hypothermia and were close to exhaustion. They were given warm drinks and clothing while waiting for an ambulance.

A helicopter retrieved the two crew members from Fleswick Bay and when Alistair Graham arrived back at St Bees he could hardly walk from the pain in his legs. He had suffered extensive and painful bruising.

Both of the lifeboat's propellers had been damaged, one having lost all its blades, the skegs had broken off and the gear boxes were damaged. Temporary repairs were carried out and the lifeboat was on restricted service again at 1000.

Summing up his report Guy Platten, the divisional inspector for the North Division said: 'That the fishing boat broke up shortly after the shocked, cold and exhausted survivors had been taken off demonstrates how perilous the operation was. These men would certainly have perished had not the lifeboat managed to reach them just in time.'

ONSHORE GALE INTO ROCK-STREWN COVE

Survivor snatched from yacht seconds before she sinks

A service in very difficult weather conditions, carried out in full view of hundreds of local people and holiday-makers on the shore, has earned Barry Bennett, the coxswain of St Mary's Arun class lifeboat, the Institution's Bronze Medal. The service took place in heavy, breaking seas which were sweeping into a rock-strewn bay in which there was very little room to manoeuvre.

Crew members Andrew Brown, Philip Roberts, Joseph Pender, Stephen Hicks and Andrew Howells have received medal service certificates for their parts in the rescue.

It was at 1645 on Sunday 12 September 1993 that the station honorary secretary heard that two yachts were at anchor in Porth Cressa Bay in worsening weather conditions, and that neither could be raised on the radio.

Porth Cressa bay is a recognised anchorage in offshore winds but the wind was ESE – into the small, shallow bay – and up to Severe Gale Force 9. A ground swell some 5m high was running, with a nasty breaking sea on top.

The yachts were in the worst possible anchorage in the conditions, which could only deteriorate as low water approached. The SHS abandoned the coxswain and informed Falmouth Coastguard, asking them to activate the crews' pagers.

Exposed

By 1721 the station's Arun class lifeboat *Robert Edgar* was under way and leaving the shelter of St Mary's Roads for the short passage round to the exposed side of the island.

Porth Cressa Bay is open to the SE and very rocky, with an entrance just over a cable (approximately 200m) wide. Entering the bay the lifeboat came across the yacht *Aurea* which had cut her anchor warp and was attempting to head into deeper water. The assistant mechanic could not raise the yacht on VHF but managed to pass a message by loud hailer that the coxswain would provide a lee until the yacht was clear of the bay. The lone Frenchman aboard understood and the lifeboat escorted the yacht clear and saw her on her course for St Mary's.

The coxswain then took the lifeboat back into the bay and approached the 25ft Folkboat *Bacarole* which was still at anchor. A man was sheltering in the stern, unwilling, it was learned later, to open the



St Mary's Arun *Robert Edgar* heads out to sea with the survivor from *Bacarole*. More photos page 125.

cabin doors in the terrible conditions.

During a lull the coxswain decided to pull the yacht clear into deeper water, but the yacht was at anchor well into the bay, inside the breakers and in very shallow water. She was lying across the sea and with an inflatable tender secured astern. The lifeboat had only just over a metre of water under her keel in the troughs between the waves.

The coxswain backed down onto the casualty and after several attempts a heaving line was passed which the lone crew of the yacht made fast. Before the lifeboat crew could tell him to pull the heaving line in and take the tow line secured to it the coxswain had to manoeuvre the lifeboat over a set of large breaking seas, and the line parted.

The lifeboat was positioned so that another heaving line could be passed to *Bacarole* and the heavier tow line was being pulled in by the survivor when the



coxswain saw three large breaking seas bearing down on the lifeboat and yacht.

He broke through the waves safely, but the last one overwhelmed the yacht, knocked her flat and broke her mast. The assistant mechanic heard the mast break even though he was inside the wheelhouse with all the doors and hatches closed. The yacht evidently started taking water after her knock-down and began to settle in the water.

The coxswain ordered the line cut and told the crew that he was going to evacuate the survivor to the lifeboat. They went forward to prepare for the transfer, secured by their safety lines, and at times were up to their thighs in water as they waited for an opportunity to grab the survivor.

Abandoned

The first approach was abandoned when the coxswain had to pull clear as breaking seas approached. At the second attempt the coxswain put the port shoulder close to the yacht and as the lifeboat rolled to port in a heavy swell the survivor jumped. He was grabbed by the crew and only a minute later a series of breaking seas engulfed *Bacarole* and she sank.

The coxswain took the lifeboat back into deep water, and on her way back to the station she came upon the French yacht still making for shelter. Crew member Howells was put aboard her to help and she was escorted back to harbour.

Robert Edgar entered St Mary's harbour at 1800, landed the survivor, refuelled and was on her mooring ready for service again by 1825.

The survivor later said that he had not attempted to weigh anchor and motor clear of the bay as he considered that the small auxiliary engine would not have been man enough. His radio was down below and he was reluctant to unbatten the hatch and go below to answer calls.

YOUR LETTERS



Still at work

I read with interest the account of the rescue off Moelfre on 26 August (THE LIFEBOAT Autumn 1993 issue).

The MFV you referred to, which took in tow the second casualty, was *Manx Voyager* – the ex-Watson class lifeboat *Sarah Jane & James Season*.

She responded to flares and was fortunate to be on the scene within ten minutes.

The 26ft motor cruiser involved had lost its forehatch cover in the heavy weather and was taking in water rapidly. The ferry *Balmoral* provided a lee, but getting close to the casualty was hampered by a trailing warp.

After several passes a tow was established but after about an hour the stemhead fitting tore out and it took some time to re-establish the tow and we were very close to the lee shore just outside Puffin Island.

The motor cruiser, with 3 persons on board, was berthed at Conwy Marina some four hours afterwards.

It is good to know that ex lifeboats are still rendering assistance.

**S. Buttery,
Douglas, Isle of Man
(crew member of Douglas lifeboat)**

Overseas appreciation – and membership

After receiving your recent copy of THE LIFEBOAT I thought I would explain to you and your readers how a German became a member.

In August 1993 my family and I visited our aunt in Canterbury who is over 70 years old and still teaching German to students.

When taking a car trip to the shore we were strolling along the beach at Hastings when we passed a tank-like construction, loaded with a lifeboat – big, impressive, technical and of high interest to me. I looked at every side of the boat and the trailer, took some pictures and started discussing with my family how they handle the boat and what risks they were able to go through.

Then we saw the station behind, with another tractor, preserved by thick glass and other heavy material against high waves and strong sea and being able to pull the lifeboat to sea, even in severe storms and also under water. Next door the modern helmets and one piece rubber overalls with shoes at the ends.

After we returned to Germany, and because I am a member of the St John

Ambulance here in my home country and on duty for a first-aid catastrophe unit, I can imagine how much it must cost to buy, install and keep the station with the equipment running, also of those who handle the boat in storms and heavy weather for the safety of others.

This made me write to the RNLI asking for membership as a German on the continent and as a European.

**W. Kuhlmann,
Lemgo,
Germany.**

Memories of Rye

In the last issue of THE LIFEBOAT I was interested in the letter from Mr Watts of Woodmancote who was enquiring about the officer in charge of the lifeboat at Rye Harbour in the 1920s.

I am afraid I have no information on that count, but it did bring back to mind the terrible disaster in 1928.

I was then a small girl living in Eastbourne where we were accustomed to hearing the noise of the maroon going off to summon the lifeboatmen whenever a ship was in trouble in that area.

The news of the Rye lifeboat disaster caused a great gloom over the town, especially when one of the brave men who perished was washed ashore at Beachy Head. I can remember, when on holiday in the area, going to the churchyard at Rye Harbour on several occasions with my parents, to see the grave and memorial to all those brave men – their names on plaques round the base and one left blank for the one man who, as far as I know, was never found.

I know there were several men in two families who perished and on going across on the ferry to Rye on one occasion we were taken by a cousin of one of these families, who said that if he had not been ill in bed at the time he would have been with them.

This has brought back many memories and an even greater appreciation of all that these brave men do and have done.

**Mrs P.M. Reynolds,
Winchester.**

More on the Lagos pilot boat

I refer to your two letters from Messrs Price and Powell (Your Letters Autumn issue) regarding the Lagos pilot cutter.

After numerous enquiries from ex-coasters and Elder Dempster staff her name was recalled as *Robert Hughes*. To my shame I should have been the first to remember this as I was chief pilot for the Nigerian Ports Authority from 1963-1968 during which period she was still in service together with the more modern *Patience*.

She was a superb sea boat and much preferred to be on station as the duty pilot cutter during foul weather than her more modern counterpart which carried far too much top-hamper – bridge, wheelhouse, funnel, signal mast etc. It would, as the saying goes, 'roll in dry dock'.

Her previous history was a matter of some speculation, the Liverpool contingent in Lagos at the time favouring the New Brighton lifeboat theory and our Scottish pilots leaning towards

an east coast of Scotland lifeboat station.

The neutral opinion was that she had never seen active service as a lifeboat but was based one-hundred-per-cent on a lifeboat design, specifically for the sea-keeping qualities required when negotiating the notorious Lagos bar in foul weather.

Incidentally, she was not the first vessel of the Nigerian Marine Department to bear the name. One mile west of the breakwater was the *Robert Hughes* wreck buoy (a port hand wreck buoy).

When I arrived in Lagos during the 1950's local legend had it that a particularly impertinent U-boat captain surfaced and shelled the Port Authority dredger out of further useful service. Perhaps you have an ancient mariner among your readers who may shed further light on this.

**Captain Ray Fields,
Gayton, Wirral.**

PAST...AND...PRESENT

25 years ago

Today's lifeboatmen

This issue of the journal will appear at the 1994 London Boat Show, exactly 25 years after the launching of what became the Institution's Membership Scheme:

The Yachtsmen's Life-boat Supporters Association

from THE LIFEBOAT of 1969

It has always been a comforting feeling for yachtsmen to know that if they are in trouble off the coasts of the United Kingdom or Ireland and can make a distress signal by visual means or R/T, a life-boat will come to their assistance whatever the weather conditions. In pre-war days there were few calls from yachts, partly because of the small number and partly because those that did make coastal passages were usually well found and manned by experienced sailors both experienced and amateur. Since the war the situation has changed owing to the fantastic increase in the number of yachts and all forms of boating for pleasure. Consequently the number of calls on the life-boat service have greatly increased, the holiday months of August and September being particularly hectic. Services to all forms of pleasure boating have increased threefold in the last ten years. Last year inshore rescue boats alone launched 1,177 times and saved 506 lives and no less than 61 per cent. of these services were to those who seek their pleasure on the sea.

Due to the great increase in the number of services the R.N.L.I is very fully extended, not only from the personal angle but financially because of the ever-increasing cost of new boats, materials, wages and so on. Consequently the Institution is going through a period of financial strain. It needs more *regular* income...

...the Committee of Management a year ago considered various means of raising more money as a matter of urgency. Amongst other ideas it was felt that an effort should be made to obtain more support from yachtsmen...

...It was decided to start a Yachtsmen's Life-boat Supporter's Association (short title - Y.L.A.) and this was launched by Sir Alec Rose on the second day of the Boat Show in January this year. Sir Alec became the first member and hoisted the Y.L.A. flag in *Lively Lady*.

The Yachtsmen's Life-Boat Supporters' Association exists for two purposes only. The principal one is to be a source of revenue for the Institution. The second is to be a vehicle for increasing interest in the life-boat service through *The Lifeboat* journal which will be sent free to every subscriber. The annual subscription has been fixed at £3...

The YLA later became known as Shoreline and was then extended beyond boat owners to become the Membership Scheme as we know it today.

John Hartland, a helmsman of the D class inshore lifeboat at Withernsea, joined the lifeboat crew in 1987.

In 1991 he was awarded a Bronze medal in recognition of his high standard of seamanship and great courage, when on 15 May the D class lifeboat landed the sick skipper from the yacht *Frangipani* and transferred a crew member to the yacht - which was in difficulties two and a half miles east-north-east of the lifeboat station in an onshore near-gale and breaking seas up to 15ft high. The lifeboat was continually filling with water and the approach to the yacht was hampered by lines and gear trailing in the water.

John was also one of the crew members who gave invaluable help when they found themselves among the first on the scene of the Kegworth air crash on the M1 while returning from the London Boat Show in a mini-bus.



Facts and Figures

Provisional statistics as at 2 November 1993 show that so far during 1993:

- The RNL's lifeboats were launched 3,896 times (an average of 7 launches a day)
- 879 lives have been saved (an average of nearly 3 a day)
- More than 3% of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 55% 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 2 November 1993, 124,817 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	-	£11,000
7.5m Atlantic rigid inflatable	-	£61,000
14m Trent	-	£1,025,000
17m Severn	-	£1,380,000



Membership News

Governors • Shoreline • Storm Force

1993 and all that!

The London Boat Show at Earls Court this January marks the 25th anniversary of the launch of the Yachtsmen's Lifeboat Supporters Association – the organisation which evolved and expanded into the membership scheme as we know it today. We have come a long way since Sir Alec Rose became the first member in January 1969 and start our 25th year with the RNLI's membership more buoyant than ever at 212,000.

The support and loyalty of the membership have been exceptional – as membership subscriptions are especially valuable in providing regular and reliable income. The RNLI must be able to plan ahead with confidence to meet the needs of today's and tomorrow's lifeboat crews as, for example, lifeboat building plans now stretch into the next century.

Last year the UK began slowly to emerge from recession and interest rates have been at their lowest for many years, severely affecting income from savings. Yet despite these exceptional circumstances, members have continued to support as generously as ever, contributing over £4m of vital funds.

In the middle of the year the RNLI received a real boost with the broadcast of an ITV documentary series focussing on the crew of the Salcombe lifeboat. A letter to members announced the series and gave details of the programme schedule. You were so inspired by this portrayal of an RNLI lifeboat crew that we received over £300,000 in donations as a result.

Another significant achievement last year relates to the more mundane subject of administration. A membership subscription is most valuable to the RNLI if paid by a direct debit and covenanted. More than 40% of members now pay by direct debit, greatly reducing our administration costs. Moreover, 30% have covenanted their subscriptions, enabling the RNLI to claim tax back from the Inland Revenue, worth an extra 33%.

Finally, on the subject of administration, we changed from brown paper envelopes to brighter and, importantly, more cost-effective plastic envelopes for posting your copies of THE LIFEBOAT. As well as giving the RNLI's journal a more up-to-date look they give greater protection in the post and, hopefully, the days of damp, soggy journals on members' doorsteps are gone for ever!

Recruit a Friend

You can help the lifeboat crews further by helping to spread the word. Simply complete and return the coupon below and we will send a sample copy of THE LIFEBOAT and a membership brochure to someone who is interested in the work of the RNLI.

Please send a sample copy of THE LIFEBOAT and a membership brochure with application form for the consideration of:

Mr/Mrs/Miss/Ms Initials..... Surname.....

Address

.....

.....

Postcode.....

From

Please return this form to: Membership Services, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

New Insignia Range

If you visit the Membership stand at the London Boat Show (6th to 16th January) you will be able to see the exciting new range of membership insignia.

The new-look items – in a bold blue-and-orange design to reflect the colours of the lifeboats – will be displayed alongside the traditional 'flag emblem' insignia.

There will also be a new membership gift pack, which would make a wonderful present for friends and family. It's a lovely idea to introduce someone you know to the RNLI, its lifeboat crews and their work.

Stormy Stan to the rescue!

In 1994 the RNLI is launching a campaign to raise awareness of the lifeboat service among the young, part of which is to double the membership of Storm Force to 30,000. Readers of THE LIFEBOAT helped give the campaign a good start, with more than 700 new members as a result of the enrolment forms enclosed with the Autumn 1993 issue.

Storm Force members will be receiving new packs, containing many new items, when they renew after their introduction at the London Boat Show in January – the £3 subscription remains unchanged, representing excellent value!

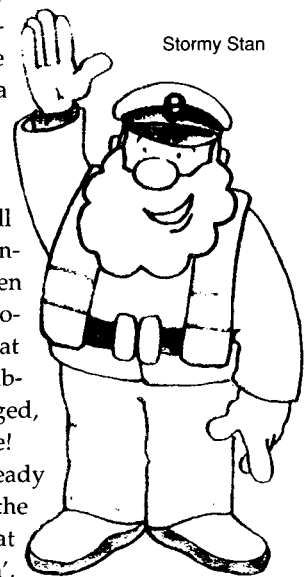
Storm Force News is already popular with members but the addition of a cheerful lifeboat character called 'Stormy Stan', promises to make it even more entertaining.

Competitions are regular features and recent prizes have included two places on the lifeboat in the Lord Mayor's Show, and a visit to the BBC's Blue Peter studios, both with an expenses-paid trip to London for the winners and their parents.

Lined up for 1994 is an all-expenses-paid trip to Euro Disney for two winners and their families, courtesy of Frizzell Financial Services and the CSMA who are keen to spread their support to attract more youngsters into the RNLI family.

At the London Boat Show in January there will be a chance to 'meet' Stormy Stan, add your 'booty' to the Treasure Chest for the 'Blue Peter' appeal and watch the Blue Peter 3D video.

For an enrolment form or further details contact Heather Deane, Deputy Head of Public Relations, at RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ.



Stormy Stan

Naming Ceremonies

New lifeboats named and dedicated

Eastbourne— Mersey *Royal Thames*

Monday 6 September 1993 dawned fair over the Sovereign Harbour where Eastbourne's new Mersey class was to be named and dedicated by HRH Princess Michael of Kent.

The Princess was greeted by local and county dignitaries, RNLI officials and other special guests following which the lifeboat crew was presented to her and she received a posy from 13-year-old Nichola Metcalfe, daughter of the assistant mechanic.

HRH Prince Andrew had originally agreed to be present, but navy duties had prevented this so Princess Michael had willingly taken his place for her first lifeboat naming ceremony.

Eastbourne station president, the Marquess of Hartington, welcomed those present, after which station chairman Richard Jenkyns explained how the new £680,000 lifeboat had been



HRH Princess Michael of Kent boards Eastbourne's new Mersey class lifeboat *Royal Thames* after the naming ceremony. The Princess then took a trip afloat aboard the lifeboat. Photo Jeff Morris

funded – the largest proportion from the generous efforts of members of the Royal Thames Yacht Club. A further £110,000

had been raised locally and the station was indebted to a large gift from an anonymous lady, whom he believed to be in attendance. Legacies and other donations made up the balance, and Mr Jenkyns thanked all contributors warmly.

John Vernon, vice commodore of the RTYC spoke of the pride felt by members that a fourth lifeboat since 1856 was to bear the name of the club, and of the pleasure and reassurance in being associated with the RNLI in such a tangible way.

In response, the Institution's Chairman, Michael Vernon, declared that there could be no finer expression of appreciation than the provision of a lifeboat, a sentiment with which station honorary secretary Brian Chessell concurred, with gratitude.

A service of dedication was conducted by Eastbourne lifeboat chaplain the Reverend Robert Butler, with music from the local Salvation Army band and the Forest Row Lifeboat Choir.

In her speech, the Princess paid tribute to Eastbourne lifeboatmen who have been responsible for saving over 600 lives since 1862. With obvious enjoyment she named the lifeboat *Royal Thames* and pressed the switch to send champagne rushing over the bows. Her pleasure turned to mock trepidation when told she was to go afloat for a short trip round the harbour, claiming, to the delight of the crowd, to suffer from seasickness in the bath. However, she returned to dry land in excellent spirits to take tea in a marquee erected on the quayside.

Relief – D classes

AXA Life Inshorer

The full cost of the new D class inshore lifeboat *AXA Life Inshorer* which was named and dedicated at the Institution's depot on 15 June 1993, has been met from various fundraising activities carried out by members of the Equity and Law Social Club, based in High Wycombe, Bucks.

John Gurney, secretary of the club, officially handed over the lifeboat to Anthony Oliver, deputy head of fundraising and marketing, and Michael Pennell, an Institution staff officer described the lifeboat and her future role in the relief fleet.

The service of dedication which followed was led by the Reverend Stanley Holbrooke-Jones, Rector of Poole and at the close of the service Mrs Jacqueline Gurney named the lifeboat.

Sea Ranger

A new D class lifeboat provided by the generosity of Miss Sylvia Clarke was formally handed over to the RNLI at a ceremony at the Poole depot on 8 September 1993.

Miss Clarke presented the lifeboat to Anthony Oliver, deputy head of fundraising and marketing, after which Richard Perks, a staff officer, described the lifeboat and the role she will play in the relief fleet.

The service of dedication was conducted by the Reverend Reg Rodda, former rector of Corfe Mullen, and Miss Clarke was then invited to name the lifeboat *Sea Ranger*, chosen to reflect her lifelong association with the Sea Rangers.



(above) Mrs Jacqueline Gurney wife of John Gurney, the secretary of the Equity and Law Social Club, names the new relief fleet D class lifeboat *AXA Life Inshorer*. Staff officer (operations) Michael Pennell keeps a wary eye on the proceedings.

(below) Miss Sylvia Clarke names the relief fleet D class lifeboat *Sea Ranger* under the watchful eye of Anthony Oliver, the RNLI's deputy head of fundraising and marketing.



Clogherhead – Mersey class *Doris Bleasdale*

Clogherhead's new Mersey class lifeboat was named *Doris Bleasdale* by Mrs Jane Vernon, wife of the chairman of the RNLI, at a ceremony held in Clogherhead on Saturday 4 September 1993. The Mersey class lifeboat was substantially funded

Blackpool – D class *Edgar Law*

The service of dedication for the new D class lifeboat *Edgar Law* took place at Blackpool lifeboat station on 22 August 1993. Funding for the new boat was met from the legacies of Dorothy Mary Law and Violet May Kay.

Mrs Zena Burslam, chairman of Blackpool station branch, opened proceedings and explained that the boat had been named after Edgar Law, who was honorary secretary of the station from 1944 until 1961 when he then became chairman until 1963.

The boat was handed over by his niece and nephew, Mrs Hilda Maudsley and Jeffrey Law, to Donald Redford CBE DL who accepted the boat on behalf of the committee of management who in turn delivered it into the safe hands of station honorary secretary Rowland Darbyshire, who accepted it on behalf of the station.

The service of dedication was then led by Canon Richard Impey and was followed by a launch of both the station's D class lifeboats and a short demonstration by the crews. This was the second launch that day – a false alarm had called them out only an hour before the dedication service. SH

by the legacy of Miss Doris Bleasdale.

The new lifeboat house was officially opened prior to the ceremony.

In handing over the new lifeboat Mr Clayton Love Jnr, deputy chairman of the RNLI, said that in looking back over the 80s and 90s the lifeboat service in Ireland has undoubtedly undergone the greatest period of change in its long history. Lifeboats have been replaced by faster, more modern boats at every station.

Mr Paddy Hodgins, station honorary secretary, accepted the lifeboat on behalf of the station.

The service of dedication was conducted by the Very Reverend Father William Murtagh PP and Precentor Godfrey Bevan.

Following a vote of thanks by Mrs Deirdre Delaney, honorary secretary of the ladies' guild, the new lifeboat was named *Doris Bleasdale* by Mrs Jane Vernon.

The lifeboat then launched for a demonstration of her capabilities under the command of Coxswain Fergal Sharkey.

Bridlington – D class

Lords Feoffees II

Hundreds of guests and onlookers gathered on Bridlington seafront for the naming ceremony of the new inshore lifeboat and dedication of the new inshore boathouse when the proceedings were opened by Iain Bryce, chairman of Bridlington station.

The full cost of the lifeboat has been met from a grant to the Institution from the Lords Feoffees of the Manor of Bridlington and is the second D class for Bridlington funded in this way. She was handed over to the RNLI by Brian Rodgers, Chief Lord of the Manor of Bridlington who also officially named the boat.

The new £68,000 boathouse was dedicated in a ceremony conducted by the Reverend John Meek. Mr Gilbert Gray QC, a member of the Institution's committee of management, accepted the lifeboat on behalf of the RNLI and Tony Edwards, honorary secretary of Bridlington station accepted the lifeboat on behalf of the station.

A vote of thanks was given by Miss June Chippindale, chairman of Bridlington ladies' guild and the lifeboat was launched.

PS

Amble – D class *Thomas Campbell*

The naming of Amble's new D class lifeboat took place on 25 September 1993.

Mrs Barbara Clarke, niece of the legator, Edwin Ramsden, named the lifeboat *Thomas Campbell* in memory of his grandfather. It was his wish that his bequest be used to fund a lifeboat in the north east of England.

The chairman of Amble lifeboat station, Dr Paul Creighton, welcomed everyone and took charge of proceedings. The honorary secretary, Malcolm Pritchard, was officially given the lifeboat by Dr Donald Clarke, and Guy Platten, deputy divisional inspector for the north division, described the lifeboat and its role at the station. Mrs Dot Connell, chairman of Amble ladies' guild, gave a vote of thanks and the service of dedication which followed was led by the Reverend Graham Newman.

Mrs Clarke was then invited to name the lifeboat *Thomas Campbell* after which five-year-old Mary Sim, daughter of crew member Keith, presented her with a bouquet.

LD

Refurbished lifeboat houses

Great Yarmouth and Gorleston

The recently refurbished lifeboat house for Great Yarmouth and Gorleston was officially opened and dedicated in a ceremony on Sunday 4 July 1993.

The boathouse has been refurbished and a new pen built for the Waveney class lifeboat *Barham*, partly funded from a legacy, a donation from the Pipeline Industries Guild, and a gift from the Civil Service Motoring Association and Frizzell Financial Services. The rejuvenated boathouse provides improved amenities for the crew, launchers and shoreworkers and a gift shop and display area, including the restored former Gorleston lifeboat *John and Mary Meiklam of Gladswood*.

Dr Ian Anderson, chairman of Great Yarmouth and Gorleston branch, welcomed those present and the station honorary secretary, Neal Duffield, outlined the history of the boathouse. He added that the station was now equipped to house an Atlantic 75 inshore lifeboat which would eventually replace the present smaller Atlantic 21.

The service of dedication was conducted by the station chaplain the Reverend Albert Cadmore.

Mrs Thelma Dowding, president of the Great Yarmouth and Gorleston ladies' guild, invited John Stephens, chairman of the Pipeline Industries Guild to unveil a plaque and Commandant Vonla McBride, an RNLI vice president and a member of

the committee of management, then unveiled a commemorative tablet and cut the ribbon to officially open the boathouse.

Criccieth

The re-dedication of Criccieth lifeboat station, with its extended crew facilities and area for the sale of souvenirs and gifts, was held on Saturday 17 July 1993.

Those officiating were Dr E. Tudor Jones, station branch chairman, Mike Myerson, representing the Boucher estate, Lt Cdr Brian Miles, RNLI Director, Lt Cdr Peter Williams, station honorary secretary and Dafydd Wigley MP who performed the opening ceremony.

A short service was led by The Bishop of Bangor, The Right Reverend Dr Barry Morgan, assisted by The Very Reverend Canon Michael Tomkins and The Reverend W. Stanley Owen.

A final vote of thanks was given by station branch president Tysilid Jones, after which the lifeboat launched on exercise with a helicopter from RAF Valley – which was curtailed when both lifeboat and helicopter were diverted to an incident.

The boathouse extension was funded from a legacy by Mrs Eugenie Boucher, to be used to build or renovate lifeboat houses. Criccieth is the third station to benefit so far, and all buildings are to be known as 'Penza' boathouses, after the Russian town which was Mrs Boucher's home until the 1920s. RP

Filey – D class *Holme Team*

On the warm summer evening of 6 August 1993 many supporters had travelled from West Yorkshire to witness the naming ceremony and service of dedication of Filey's D class lifeboat *Holme Team*, funded by the patrons of the Fleece Inn, Holme.

Mr Ronald Wilson, chairman of Filey station branch, opened proceedings by welcoming everyone present and invited Geoff Atkinson, landlord of The Fleece Inn to hand the lifeboat over to Mrs Alison Saunders, a member of the Institution's committee of management.

Mrs Saunders congratulated the Holme fundraisers on the success of their venture and wished them luck with their continuing efforts. Mr Ian Ross, honorary secretary of Filey station branch accepted the lifeboat on

Lifeboat Services – colour special

St Mary's – Scilly Isles Some idea of the conditions during the Bronze Medal service by the Arun class *Robert Edgar* to the yacht *Bacarole* can be gauged from these photographs. The pictures show the moment the 25ft Folkboat was overwhelmed by a breaking sea, carrying away her mast and starting leaks which resulted in her sinking. The survivor is still aboard but was snatched to safety moments later. A full report of the service appears on page 117 of this issue.



(left) Crew members and officials gather around Tenby's new D class inflatable after the naming ceremony. From left to right: crew members Philip Crockford, Denny Young and Graham Waring; Mrs Georgina Stanley Taylor; station honorary secretary Eric Bancroft; deputy head of fundraising and marketing Anthony Oliver; chairman Howard Griffiths, deputy divisional inspector George Rawlinson; Ian Gethin.

Photo F. Broomhead

Tenby – D class

The Stanley Taylor

Despite atrocious weather conditions a large crowd assembled at Tenby's inshore lifeboat house for the naming ceremony of the new D class lifeboat on Sunday 12 September 1993.

Chairman of Tenby station, Howard Griffiths, opened the proceedings with an informative speech which told of the Tenby crew's long family tradition of service. George Rawlinson, deputy inspector of lifeboats for the west division then gave a description of the history of the D class lifeboats, their performance and structure and outlined their role for the future.

The funds for the new lifeboat were donated by Mrs Georgina Stanley Taylor from Wiltshire in memory of her late husband. Her representative, Ian Gethin, recounted how, after her husband's ashes were scattered on the sea around the Scilly Isles, Mrs Stanley Taylor's ambition was to one day donate the cost of a lifeboat in his memory. He then handed the lifeboat over to Anthony Oliver, deputy head of fundraising and marketing, who accepted it on behalf of the Institution.

After a brief narration of how Mrs Stanley Taylor had approached the RNLI with her request, Mr Oliver thanked her for her generosity and handed the lifeboat over to Eric Bancroft, honorary secretary of Tenby lifeboat station.

The service of dedication, conducted by the Reverend Simon Leyshon, assisted by Captain Ray Hobbins of the Salvation Army, was followed by Mrs Stanley Taylor naming the lifeboat *The Stanley Taylor*.

Scarborough – D class *John Wesley Hillard*

A sunny but chilly day on 11 September 1993 greeted friends and supporters for the naming of the D class lifeboat *John Wesley Hillard*.

The lifeboat was generously donated by the Gay and Peter Harley's Hillards charitable trust, and Gay and Peter Harley themselves were able to attend the ceremony.

Mr Sydney Carson, chairman of Scarborough station branch, opened the proceedings before Guy Platten, deputy divisional inspector of lifeboats, spoke about the inshore lifeboat and its capabilities.

Mr Simon Hartley, the son of Gay and Peter Hartley, and a trustee of the charitable trust, handed the lifeboat into the care of the RNLI. Mr Gilbert Gray QC accepted the lifeboat on behalf of the RNLI and placed it in the care of Scarborough lifeboat station, saying how grateful the

RNLI was to Gay and Peter Hartley for their generosity.

After accepting the lifeboat on behalf of the station, George Exley, honorary secretary, invited the Reverend Bob Jackson, Vicar of Scarborough, to conduct the service of dedication. Mrs Kathleen Smith, chairman of Scarborough ladies' guild proposed a vote of thanks and Mrs Joanne Hartley then named the lifeboat *John Wesley Hillard* in memory of her husband's grandfather.

Simon Hartley and his wife Joanne were then kitted out in waterproofs and the crew of the D class took them out into the harbour to put the boat through her paces.

behalf of the station and an interdenominational service of dedication followed, led by The Reverend Christopher Humphries, Vicar of Filey, assisted by The Very Reverend Canon Joseph O'Mahony, Captain S. Truffet and The Reverend John Girling. Mrs Eileen Hodgson, chairman of Filey ladies' guild proposed a vote of thanks.

Finally, Ann Atkinson named the lifeboat *Holme Team* to loud applause from the regulars of The Fleece Inn. The boat was then launched.

VP

CG

RJP

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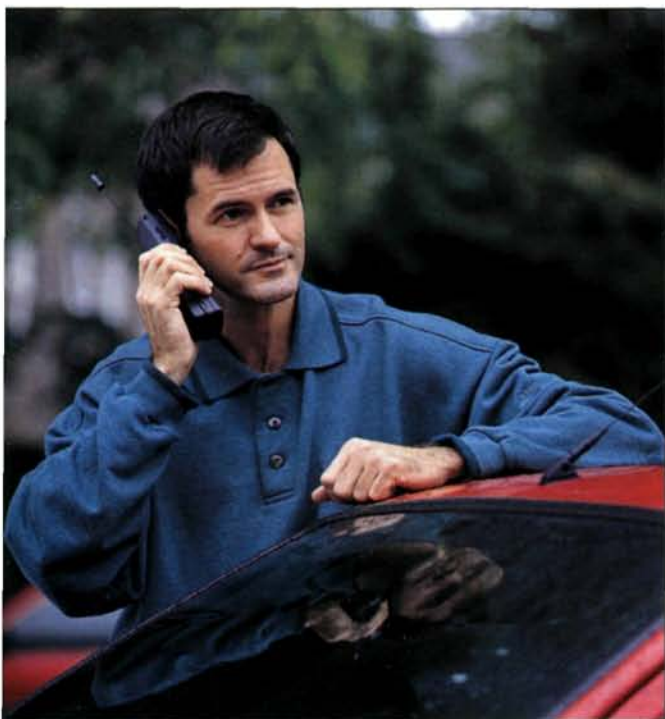

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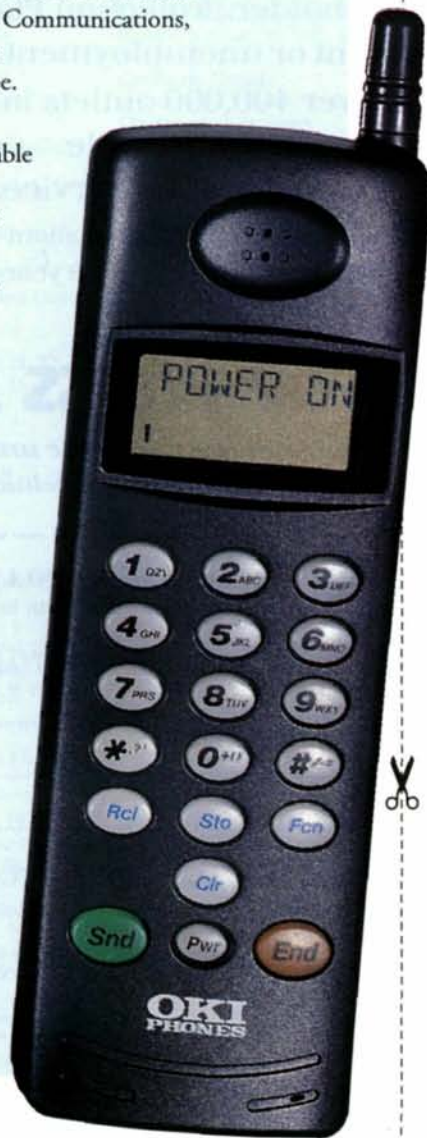
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Employment Status (please tick) Employed Self employed Retired Unemployed Yrs with employer (please fill in) _____

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LIFEBOAT SERVICES

JUNE AND JULY 1993

- Aberdeen**, Grampian
54ft Arun ON 1050: June 20 and July 24
- Aberdovey**, Gwynedd
Atlantic 21: June 12, July 4, 11 and 22
- Abersoch**, Gwynedd
Atlantic 21: June 2, 30, July 6, 19 and 31
- Aith**, Shetland
52ft Arun ON 1100: June 6
- Aldeburgh**, Suffolk
37ft 6in Rother ON 1068: July 1
D class: July 1
- Alderney**, Channel Islands
44ft Waveney ON 1045: June 2, 14, 27 (twice), July 1, 4, 15, 16 and 25
- Amble**, Northumberland
44ft Waveney ON 1004: June 19 and July 18
D class: June 19, 20 and 27
- Angle**, Dyfed
47ft Tyne ON 1114: June 7, 12, 26, July 1, 16, 17, 20 and 25
- Anstruther**, Fife
12m Mersey ON 1174: June 8, 12, 27, July 2, 4 and 12
- Appledore**, North Devon
47ft Tyne ON 1140: June 22 (twice)
Atlantic 21: June 26
- Arbroath**, Tayside
37ft 6in Rother ON 1054: June 9
D class: June 6, 9, July 5 and 20
- Arklow**, Co Wicklow
44ft Waveney ON 1029: July 24
- Arran** (Lamlash), Strathclyde
C class: June 19, July 7 and 10
- Arranmore**, Co Donegal
47ft Tyne ON 1111: June 26, July 18, 19, 27 and 30
- Atlantic College** (St Donat's Castle), South Glamorgan
Atlantic 21: June 8, 19, 23 and July 3
- Ballycotton**, Co Cork
52ft Arun ON 1067: June 6, July 8, 14, 16, and 24 (twice)
- Ballyglass**, Co Mayo
52ft Arun ON 1159: June 15 and July 3 (twice)
- Bangor**, Co Down
Atlantic 21: June 5, 14, 18, 19, 21, 22, 27, July 10, 11, 12, 15 (twice), 16 (twice) and 18
- Barmouth**, Gwynedd
12m Mersey ON 1185: July 22
D class: June 2 (twice), 17, July 21 and 31
- Barra Island**, Western Isles
52ft Arun ON 1143: June 27
- Barrow**, Cumbria
47ft Tyne ON 1117: June 20, July 10, and 22
Relief 47ft Tyne ON 1146: July 6
D class: June 9, July 1, 6, 17 and 23
- Barry Dock**, South Glamorgan
52ft Arun ON 1018: June 6, 8, 9, 19, 20, July 7, 11, 18, 29 and 31
- Beumaris**, Gwynedd
Atlantic 21: June 1, 17, July 4, 11, 16, and 24 (twice)
- Bembridge**, Isle of Wight
47ft Tyne ON 1126: June 1, 9, 19, 27, July 4, 22, and 23 D class: June 1 (twice), 3, 6, 9, 27, July 4, 17, 20, 22 and 29
- Berwick-upon-Tweed**, Northumberland
12m Mersey ON 1191: June 18 and July 22
- Blackpool**, Lancashire
D class: June 6, July 3, 14 (twice), 16, 22, 27 and 30
Relief D class: June 6, July 3, 14, 16, 22, 27 and 30
- Blyth**, Northumberland
44ft Waveney ON 1079: July 1 and 24
Relief 44ft Waveney ON 1001: June 1
- Borth**, Dyfed
D class: July 2, 24 and 30
- Bridlington**, Humberside
D class: June 22, July 2, 9, 18, 29, and 31 (three times)
Relief D class: June 17
- Brighton**, East Sussex
Atlantic 21: June 2, 6 (twice), 15, 19, 21, 22, 28, July 2, 3, 4, 10, 12, 16, 17 (three times), 18 (twice), 20, 23 and 25
- Broughty Ferry** (Dundee), Tayside
Relief 52ft Arun ON 1062: June 17, July 8, 11 and 28
D class: June 27 (four times), July 28 and 30
- Buckie**, Grampian
52ft Arun ON 1093: June 29, July 8, 15 and 16
- Bude**, Cornwall
D class: July 20 (twice)
Relief D class: June 12 (twice), 15, 20, 23, 25 and 28
- Burnham-on-Crouch**, Essex
Relief D class: June 2
- Burry Port**, Dyfed
D class: June 12 (twice), 19, 21 (twice) and July 1
- Calshot**, Hampshire
33ft Brede ON 1104: June 6 (twice), July 18 and 26
- Campbeltown**, Strathclyde
52ft Arun ON 1059: July 27
Relief 52ft Arun ON 1077: June 6, 26, 29 and 30
- Cardigan**, Dyfed
C class: June 3 and 11 (twice)
- Clacton-on-Sea**, Essex
Atlantic 21: June 4, 13, and 18
Relief D class: June 29, 30, July 11, 17 and 22
- Clifden**, Co Galway
C class: June 3
- Clogher Head**, Co Louth
12m Mersey ON 1190: June 27
- Cleethorpes**, Humberside
D class: June 26, July 6 and 25
- Conwy**, Gwynedd
D class: June 10
- Courtown**, Co Wexford
D class: July 18 and 25
- Cowes Base**, Isle of Wight
Atlantic 21: June 9
D class: July 1
- Craster**, Northumberland
D class: June 26
- Criccieth**, Gwynedd
C class: June 6, 13, 28, 30 July 4, 17 and 23
- Cromer**, Norfolk
D class: June 6
- Cullercoats**, Tyne and Wear
Atlantic 21: June 19, July 24 and 31
- Donaghadee**, Co Down
52ft Arun ON 1107: June 6
- Douglas**, Isle of Man
47ft Tyne ON 1147: June 24 and July 6
Relief 47ft Tyne ON 1115: June 13 (twice)
- Dover**, Kent
50ft Thames ON 1031: June 7, 30, July 7, 10, 17, 20, 24 and 25
Relief 44ft Waveney ON 1034: June 18
- Dungeness**, Kent
12m Mersey ON 1186: June 1, 26, 27, 29, July 8, 16 and 25
- Dun Laoghaire**, Co Dublin
44ft Waveney ON 1036: June 6 (twice), 10 and 19
D class: July 6 and 18
- Eastbourne**, East Sussex
37ft 6in Rother ON 1055: June 2, 4, 12, 16, 25, 26 and July 2
- Falmouth**, Cornwall
52ft Arun ON 1058: June 25, 30, July 10 and 25
Atlantic 21: June 6, 25 and July 25
- Filey**, North Yorkshire
12m Mersey ON 1170: June 13, 20, 27 and July 27
D class: June 7, 28, July 4 (twice), 7 and 28
- Fishguard**, Dyfed
52ft Arun ON 1076: June 2 and 11
- Flamborough**, Humberside
37ft Oakley ON 972: June 27
Atlantic 21: July 13, 18 (twice), and 25 (twice)
- Fleetwood**, Lancashire
47ft Tyne ON 1156: June 12 (twice), 20 (twice), 22, July 1, 3, 8, 16, 23 and 27
D class: June 6, 19, 22, 25, 28, 30, July 4, 8 and 23
- Flint**, Clwyd
Relief D class: June 6 and 10
- Fowey**, Cornwall
44ft Waveney ON 1028: June 3 (four times), 6, 19 and July 17
- Fraserburgh**, Grampian
47ft Tyne ON 1109: July 6, 15, 16 and 26
- Galway Bay**, Co Galway
52ft Arun ON 1118: June 3, 4, 26, 30, July 4, 18, 30 and 31
- Girvan**, Strathclyde
33ft Brede ON 1105: June 12, 14, 20, July 6, 18 and 27
- Great Yarmouth and Gorleston**, Norfolk
Atlantic 21: June 6 and 8
- Happisburgh**, Norfolk
D class: June 18 (twice) and July 27
- Hartlepool**, Cleveland
Relief 44ft Waveney ON 4401: June 9, 15 (twice) 26 and 29
Atlantic 21: June 22, 29, 30, July 18, 23 and 25
- Harwich**, Essex
44ft Waveney ON 1060: June 14, 15, 18, 22, July 6 and 14
Atlantic 21: June 1, 6, 9, 13 (twice), 14, 18, 25, 26, July 3 (four times), 11 (twice), 14, 19, 22, 25 (twice) and 27
- Hastings**, East Sussex
12m Mersey ON 1125: June 14
Relief 12m Mersey ON 1184: June 26 and 30
D class: June 1, 9, 14, 16, 20, 21, 24, 26, July 1, 6, 25 and 28
- Hayling Island**, Hampshire
Atlantic 21: June 5, 6, 20, 23, 26 (three times), 27 (three times), July 3, 5 (three times), 10, 17, 20, 23, 25 and 31 (three times)
- Helensburgh**, Strathclyde
Atlantic 21: June 11 (twice), 13, 14 (twice), 19, 25, 30, July 1, 12 (twice), 15, 18, 24, 25, 27 and 31
- Holyhead**, Gwynedd
47ft Tyne ON 1095: June 28, 29, July 14 and 21
D class: July 4 (twice) and 18
- Horton and Port Eynon**, West Glamorgan
D class: June 3, 5, 11, 20, July 6 (twice), 18, 25 (twice) 28 and 31 (twice)
- Howth**, Co Dublin
52ft Arun ON 1113: June 17, 19 and July 25
D class: June 2, 16, July 7, 8 and 27
- Hoylake**, Merseyside
12m Mersey ON 1163: June 20
- Humber**, Humberside
Relief 52ft Arun ON 1081: June 13, 19, July 19, 21 and 24
- Hunstanton**, Norfolk
Atlantic 21: June 30 (twice) and July 25
- Illfracombe**, North Devon
12m Mersey ON 1165: June 30, July 24 and 28
Relief 12m Mersey ON 1162: June 30
D class: June 4, 6, 25, July 17, 21 and 24
- Invergordon**, Highland
44ft Waveney ON 1033: July 18
Relief 44ft Waveney ON 1006: June 5 (twice)
- Islay**, Strathclyde
50ft Thames ON 1032: June 7, 12 and 13
Relief 52ft Arun ON 1103: July 20 and 26
- Kilkeel**, Co Down
Atlantic 21: June 27 and July 1
- Kilmore Quay**, Co Wexford
12m Mersey ON 1187: July 22
- Kinghorn**, Fife
C class: June 1, 20, 25, July 2, 4, 14, 15, 23 (twice) and 24
- Kippford**, Dumfries and Galloway
D class: July 11 (twice)
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: June 23 and 27
- Largs**, Strathclyde
Atlantic 21: June 6, July 3, 4, 16, 26 and 31
- Lerwick**, Shetland
52ft Arun ON 1057: June 24, July 9 and 29
- Little and Broad Haven**, Dyfed
Relief D class: June 14, July 6, 11 and 12
- Littlehampton**, West Sussex
Atlantic 21: June 2, 3, 8, 26 (twice), 27, 30, July 16 (twice), 17 (twice), 25 and 26
- The Lizard**, Cornwall
47ft Tyne ON 1145: June 18, 20, 21, 22, July 17, 25, 28 and 29
- Llandudno** (Orme's Head), Gwynedd
12m Mersey ON 1164: June 15
Relief 12m Mersey ON 1192: July 2 and 3
D class: July 22 and 24
Relief D class: June 6, 10, 11 (twice) and 12
- Looe**, Cornwall
Relief D class: June 1, 4, 16, 27 and July 5
- Lowestoft**, Suffolk
47ft Tyne ON 1132: June 10, 13, and July 24 (twice)
- Lyme Regis**, Dorset
Relief Atlantic 21: June 1, 2, 5, 18, July 16 and 28
- Lymington**, Hampshire
Atlantic 21: July 3 (twice), 8, and 25 (twice)
- Lytham St Annes**, Lancashire
Relief 47ft Tyne ON 1146: July 16, 25 (twice), and 30
D class: July 2 and 25
- Mablethorpe**, Lincolnshire
D class: June 1, 6, 15, July 3 (twice), 4, 13, 21, 22, 23 (twice), 27 and 28

LIFEBOAT SERVICES

JUNE AND JULY 1993 – Continued

Mallaig, Highland
52ft Arun ON 1078: June 2 and 18,
Relief 52ft Arun ON 1071: July 27

Marazion, Cornwall
D class: June 8 (twice), 22, July 11, 25
and 30

Margate, Kent
12m Mersey ON 1177: June 2, July 12,
24 and 25
D class: June 1, 4, 5, 8 and 10

Minehead, Somerset
Atlantic 21: June 6, 23, July 2 and 17
D class: June 6 (four times), 19 (twice),
and July 25

Moelfre, Gwynedd
47ft Tyne ON 1116: June 1, 2, July 2
and 11
D class: June 2, 6 and July 25

Morecambe, Lancashire
D class: June 22 and July 24

Mudford, Dorset
Atlantic 21: June 2, 4, 6, 19 (twice), 21,
23, July 3, 15 and 30

The Mumbles, West Glamorgan
47ft Tyne ON 1096: June 12 (twice), 13
(twice), July 3, 20 and 22
D class: June 12 (twice), 13, 21 (twice),
22 (twice), July 3 (twice), 5 (three
times), 6, 8 and 20

Newbiggin, Northumberland
Atlantic 21: June 13

New Brighton, Merseyside
Atlantic 21: June 1, 3, 12 (twice), 19
(three times), 20 (twice), 21, 27 (four
times), 29, July 10, 13, 15, 20, 23
(twice) 26 and 31

Newcastle, Co Down
Relief 37ft Oakley ON 942: June 13 and
27

Newhaven, East Sussex
52ft Arun ON 1106: June 6 (three
times), 7, 8, 23, 30, July 1, 4 and 25

Newquay, Cornwall
C class: June 8, July 8 and 31 (four
times)

New Quay, Dyfed
12m Mersey ON 1172: July 4 and 21
D class: June 26 and July 28

North Berwick, Lothian
D class: June 6, 11, 13 (twice) and 14
(twice)
Relief D class: June 27, July 18 and 27

North Kessock, Invernesshire
D class: July 4, 11, 18, 21 and 23

North Sunderland, Northumberland
12m Mersey ON 1173: July 6 and 17
D class: June 19, 20, July 6, 7 and 17

Oban, Strathclyde
33ft Brede ON 1102: June 4, 6, 11,
(three times), 12 (three times), 18, 23,
July 1, 8, 9, 11, 13, 19 (three times), 20,
21 and 26

Padstow, Cornwall
47ft Tyne ON 1094: June 12 (twice)
and July 19

Penarth, South Glamorgan
D class: July 7, 12, 17, 21, 22 and 31
Relief D class: June 5

Penlee, Cornwall
52ft Arun ON 1085: June 21 (twice),
July 1, 11 and 18

Plymouth, South Devon
52ft Arun ON 1136: June 4 (twice), 6,
11, 16 and 20 (twice)

Poole, Dorset
33ft Brede ON 1089: June 5 (twice), 18,
20 (twice), 28, July 2, 3 (twice), 5, 6,
10, 12, 13, 14 (twice), 16 (twice), 17
(twice), 18 and 29
Boston Whaler: June 5, 6 (three times),
11, 15, 17, 20 (four times), 27, 28
(three times), July 2, 3 (twice), 4, 6
(twice), 8 (twice), 10 (three times), 14
(twice), 16 (three times)

Portaferry, Co Down
Atlantic 21: June 5, 6, 8, 10 (twice), 27,
30 and July 4

Port Erin, Isle of Man
Atlantic 21: June 12 and July 7

Porthcawl, Mid Glamorgan
D class: June 6, 8 (twice), 12, July 2,
15, 17, 28 and 30 (three times)

Porthdinllaen, Gwynedd
47ft Tyne ON 1120: June 2, 12, 26 and
July 8

Port Isaac, Cornwall
D class: June 12, 23 and 26

Portpatrick, Dumfries and Galloway
47ft Tyne ON 1151: June 19, 22, July 6,
8, 11 and 12

Portrush, Co Antrim
52ft Arun ON 1070: June 10
Relief 52ft Arun ON 1150: June 23, 26,
29, July 5, 9, 13 and 18
D class: July 17, 18 and 20

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: June 6 (three times), 9, 12
(twice), July 3, 4 (twice), 10 (three
times), 19 (twice), 23, 29 and 30 D
class: June 6 (twice), 27, and July 19

Port St Mary, Isle of Man
54ft Arun ON 1051: June 1, July 7 and
21
D class: July 10 and 18

Pwllheli, Gwynedd
12m Mersey ON 1168: June 1 and July
31
D class: June 1 (twice) and July 6

Queensferry, Lothian
Atlantic 21: June 6, 9, 10, 20, 27
(twice), July 3, 4, 6, 8, 23 and 25

Ramsey, Isle of Man
12m Mersey ON 1171: July 15

Ramsgate, Kent
47ft Tyne ON 1154: June 7, 21, July 10,
18 and 22
Atlantic 21: June 7, 8, 21 and July 7

Redcar, Cleveland
Atlantic 21: June 25, July 11 and 25
D class: June 22

Rhyl, Clwyd
12m Mersey ON 1183: June 11, 19, July
3 and 20
D class: June 10 (twice) and 25 (twice)
Relief D class: July 11

Rosslare Harbour, Co Wexford
52ft Arun ON 1092: July 8

Rye Harbour, East Sussex
C class: June 27, 29, and July 25
(twice)

St Abbs, Borders
Atlantic 21: June 15

St Agnes, Cornwall
D class: June 4

St Bees, Cumbria
C class: June 1, 6 and 9 (twice)
Relief C class: July 13 and 31

St Catherine, Channel Islands
Atlantic 21: June 5, 21, 23, 25, July 13,
20, 21 and 26 (twice)

St Davids, Dyfed
47ft Tyne ON 1139: July 3, 13, 17, 20
and 31

St Helier, Channel Islands
47ft Tyne ON 1157: June 3 (twice), 5
(twice), 11, 20 (twice), 27 (twice), 29,
July 2, 3, 19, 20, 23 and 24

St Ives, Cornwall
12m Mersey ON 1167: June 14 and
July 31

C class: July 16 and 31

St Mary's, Isles of Scilly
52ft Arun ON 1073: June 21, July 5
and 19

St Peter Port, Channel Islands
52ft Arun ON 1025: June 6, 15, 26, 28,
July 10, 15, 25, 30 and 31 (twice)

Salcombe, South Devon
47ft Tyne ON 1130: June 4, 5 (twice),
20, 26, 30, July 4, 5, 6, 15, 16, 28 and
30

Scarborough, North Yorkshire
12m Mersey ON 1175: June 13, 27 and
July 18
D class: June 4, 5, 12, July 18 and 23

Selsey, West Sussex
47ft Tyne ON 1074: June 2, 13, 26, 27
(three times), July 3 and 26
D class: June 2, 13 and 19
Relief D class: June 26, 27 (three
times), July 25 and 29

Sennen Cove, Cornwall
12m Mersey ON 1176: July 5, 9, 13, 17
(twice) and 21

Sheerness, Kent
44ft Waveney ON 1027: June 7, 27 and
July 26 (twice)
D class: June 8, 13, 14, 26, 28, 29, July
6 and 17

Shoreham Harbour, West Sussex
47ft Tyne ON 1158: June 3

Silloth, Cumbria
Atlantic 21: June 4, 6, July 5 and 26

Skegness, Lincolnshire
12m Mersey ON 1166: June 8, July 7,
11 and 24
D class: July 7, 12, 17, 24, 28, 30 and 31

Skerries, Co Dublin
Relief D class: June 19, 24 and July 11

Southend-on-Sea, Essex
Relief D class: June 2 and 9
Relief Atlantic 21: June 10

Southwold, Suffolk
Atlantic 21: July 3, 4, 20, 22 and 23

Staithe and Runswick, North Yorkshire
Relief Atlantic 21: June 5, 22, 24
(twice), 28, July 11, 13 and 17

Stornoway (Lewis), Western Isles
52ft Arun ON 1098: June 14, July 2
and 12

Stranraer, Dumfries and Galloway
D class: June 12, July 7, 8 and 25

Stromness, Orkney
52ft Arun ON 1099: June 6, 12 and
July 2

Sunderland, Tyne and Wear
44ft Waveney ON 1043: June 10, 17, 20,
21, July 6 and 25 (twice)
D class: June 20, 26, July 10 and 25

Swanage, Dorset
12m Mersey ON 1182: June 4, 6
(twice), 9, 24, July 3, 9, 13, 15, 17, 18,
21, 22, 23, 26 (twice) 29, 30 (twice)
and 31
D class: June 6, 9, 23, 24, 26, July 1, 3
(twice), 4, 13, 15, 21, 22, 23, 29 and 30
(twice)

Tobermory, Strathclyde
54ft Arun ON 1052: June 10 (twice),
24, 30, July 2, 9, 12, 18 and 29

Teemouth, Cleveland
47ft Tyne ON 1110: July 26
Relief 47ft Tyne ON 1122: June 5 and
14

Teignmouth, Devon
Atlantic 21: June 5, 18 (twice), 23, 27,
July 1, 3, 4, 27 and 30

Tenby, Dyfed
47ft Tyne ON 1112: June 1, 20, 21, 30
and July 23

D class: June 4 (twice), 7, 8, 11, 13, 20
(twice), 27, July 19 (twice), 23, 24 and
27

Thurso, Highland
52ft Arun ON 1149: June 6 and July 20

Tighnabruaich, Strathclyde
D class: June 21

Torbay, South Devon
54ft Arun ON 1037: June 2, 5, 6, 16, 27,
July 6, 25, 27 and 29
D class: July 5, 21, 22 and 25 (twice)
Relief D class: June 22 and 27

Trearddur Bay, Gwynedd
52ft Arun ON 1061: June 2, 3 (three times)
and 28

Troon, Strathclyde
52ft Arun ON 1134: June 4, 8, 14, 19
(twice), 20, 22, 26, July 10 and 13

Tynemouth, Tyne and Wear
52ft Arun ON 1061: June 17, July 4, 10,
14, 16, 17
Relief D class: July 10

Valentia, Co Kerry
52ft Arun ON 1082: June 5, 12, 30 and
July 6

Walmer, Kent
Atlantic 21: June 7, 26, July 22 and 25
D class: June 13

Walton and Frinton, Essex
48ft 6in Solent ON 1012: July 6 (twice)

Wells, Norfolk
12m Mersey ON 1161: July 25 and July
31
Relief 12m Mersey ON 1169: July 1, 5
and 25
D class: June 18, 25 and July 25

West Kirby, Merseyside
D class: June 1, 18, 29, 30 and July 8

West Mersea, Essex
Atlantic 21: June 15, 20 (three times),
25, July 4, 5, 10, 18, 25 (twice), 26 and
27

Weston-super-Mare, Avon
Atlantic 21: June 8, 30, July 3 and 29
Relief D class: June 2, 3, 4, 30, July 6
and 19

Weymouth, Dorset
54ft Arun ON 1049: June 10, 18, 20, 21,
July 4, 5 (twice), 6, 7, 8, 10, 16, 19, 21,
25 and 28

Whitby, North Yorkshire
47ft Tyne ON 1131: June 14, July 12
(twice), 20 and 31
D class: June 20, July 3 (twice), 13, 23
and 31

Whitstable, Kent
Atlantic 21: June 2, 8, 9, 11, 12, 18, 19,
23, 25, July 6, 10, 16 (three times), 18,
22, 23, 25 (twice), 26, 28, 29 and 30

Wick, Highland
47ft Tyne ON 1121: June 26 and July
16

Wicklow, Co Wicklow
47ft Tyne ON 1153: June 26, 28, July 3,
16, 20, 22 and 25

Withernsea, Humberside
D class: June 1 and July 3

Workington, Cumbria
47ft Tyne ON 1141: June 4, 20, July 11
and 16

Yarmouth, Isle of Wight
52ft Arun ON 1053: June 4, 12 (three
times), 25, 26, July 10 (twice), 11, 12,
23 (twice), 28 (twice), 29 and 31

Youghal, Co Cork
Relief Atlantic 21: July 4, 19, 20 (twice)
and 25

Lifeboats on Passage
44ft Waveney ON 1034: June 13
12m Mersey ON 1195: July 17
47ft Tyne ON 1075: July 17



On trial...

The Mersey class *Royal Shipwright* on launching and recovery trials at Aldeburgh. The station's new lifeboat *Freddie Cooper* completed the programme to have fast lifeboats at all stations when she arrived at Aldeburgh at the end of November 1993.

What and Where...

The lifeboat fleet of the RNLI

This list of lifeboats at RNLI stations was compiled from information available at the time of going to press. Lifeboats are sometimes transferred between stations and often replaced temporarily by lifeboats from the relief fleet. This list can be kept up-to-date from the 'On Station' section included in the People and Places pages of most issues of THE LIFEBOAT.

Station	Class	Op No	Name	Off No
Aberdeen	Arun	54-05	<i>BP Forties</i>	ON 1050
	Inflatable	D386	<i>Trevor Edwin Jones</i>	
Aberdovey	Atlantic	B559	<i>Long Life III</i>	
Abersoch	Atlantic	B582	<i>Borough of Solihull</i>	
Aberystwyth	Atlantic	B590	<i>Wolverson X-Ray</i>	
Aith	Arun	52-030	<i>Snolda</i>	ON 1100
Aldeburgh	Inflatable	D376		
	Mersey	12-34	<i>Freddie Cooper</i>	ON 1193
Alderney	Waveney	44-019	<i>Louis Marchesi of Round Table</i>	ON 1045
Amble	Waveney	44-005	<i>Margaret Graham</i>	ON 1004
Amble	Inflatable	D321	<i>Rose Elizabeth Lawrence</i>	
Angle	Tyne	47-011	<i>The Lady Rank</i>	ON 1114
Anstruther	Mersey	12-17	<i>Kingdom of Fife</i>	ON 1174
Appledore	Tyne	47-027	<i>George Gibson</i>	ON 1140
	Atlantic	B565	<i>Manchester and District XXXII</i>	
Arbroath	Mersey	12-35	<i>Inchcape</i>	ON 1194
Arbroath	Inflatable	D330		
Arklow	Waveney	44-011	<i>Augustine Courtauld</i>	ON 1029
Arran	Inflatable	C521	<i>Prince of Arran</i>	
Arranmore	Tyne	47-009	<i>William Luckin</i>	ON 1111
Atlantic College	Atlantic	B554	<i>American Ambassador</i>	
Ballycotton	Arun	52-15	<i>Hyman Winstone</i>	ON 1067
Ballyglass	Arun	52-45	<i>Mabel Williams</i>	ON 1159
Baltimore	Tyne	47-024	<i>Hilda Jarrett</i>	ON 1137
Bangor	Atlantic	B584	<i>Youth of Ulster</i>	
Barmouth	Mersey	12-26	<i>Moira Barrie</i>	ON 1185
	Inflatable	D374		
Barra Island	Arun	52-41	<i>Ann Lewis Fraser</i>	ON 1143
Barrow	Tyne	47-014	<i>James Bibby</i>	ON 1117
	Inflatable	D443	<i>Modeller II</i>	
Barry Dock	Arun	52-01	<i>Arun</i>	ON 1018
Beaumaris	Atlantic	B563	<i>Blue Peter II</i>	
Bembridge	Tyne	47-018	<i>Max Aitken III</i>	ON 1126
	Inflatable	D353		
Berwick-upon-Tweed	Mersey	12-32	<i>Joy and Charles Beeby</i>	ON 1191
Blackpool	Inflatable	D429		
	Inflatable	D442	<i>Edgar Law</i>	
Blyth	Waveney	44-022	<i>The William and Jane</i>	ON 1079
	Inflatable	D324	<i>BBC Radio Newcastle II</i>	
Borth	Inflatable	D344		
Bridlington	Mersey	12-001	<i>Peggy and Alex Caird</i>	ON 1124
	Inflatable	D426	<i>Lords Feoffees II</i>	
Brighton	Atlantic	B577	<i>Graham Hillier and Tony Cater</i>	
Broughty Ferry	Arun	52-09	<i>Spirit of Tayside</i>	ON 1056
	Inflatable	D389	<i>Captain Colin</i>	
Buckie	Arun	52-27	<i>Charles Brown</i>	ON 1093
Bude	Inflatable	D343		
Bundoran				
Burnham-on-Crouch	Inflatable	D335		
Burry Port	Inflatable	D331	<i>Dorothy Way</i>	
Calshot	Brede	33-11	<i>Safeway</i>	ON 1104
Campbelltown	Arun	52-12	<i>Walter and Margaret Couper</i>	ON 1059
	Inflatable	D403	<i>City of Peterborough</i>	
Cardigan	Inflatable	C518		
Clacton-on-Sea	Atlantic	B579	<i>Institute of London Underwriters</i>	
	Inflatable	D431	<i>Veronica</i>	
Cleethorpes	Inflatable	D325	<i>Tricentral II</i>	
Clifden	Inflatable	C522		
Clogher Head	Mersey	12-31	<i>Doris Bleasdale</i>	ON 1190
Conwy	Inflatable	D346		
Courtmacsherry Hbr	Waveney	44-006	<i>Arthur and Blanche Harris</i>	ON 1005
Courtown	Inflatable	D412	<i>B.P. Service</i>	
Craster	Inflatable	D395	<i>Bob</i>	
Criccieth	Inflatable	C523	<i>British Diver IV</i>	
Crimdon Dene	Inflatable	D337	<i>Norman Victor Hickling</i>	
Cromer	Tyne	47-006	<i>Ruby and Arthur Reed II</i>	ON 1097
	Inflatable	D436	<i>Chloe</i>	
Cullercoats	Atlantic	B591	<i>Edmund and Joan White</i>	
Donaghadee	Arun	52-33	<i>City of Belfast</i>	ON 1107
Douglas	Tyne	47-032	<i>Sir William Hillary</i>	ON 1147
Dover	Thames	50-001	<i>Rotary Service</i>	ON 1031
Dun Laoghaire	Inflatable	D441	<i>Irish Diver</i>	
	Waveney	44-015	<i>Lady of Lancashire</i>	ON 1036
Dunbar	Waveney	44-013	<i>Thomas James King</i>	ON 1034
	Inflatable	D397	<i>Banks' Staff III</i>	
Dungeness	Mersey	12-27	<i>Pride and Spirit</i>	ON 1186
Dunmore East	Waveney	44-014	<i>St. Patrick</i>	ON 1035
Eastbourne	Mersey	12-36	<i>Royal Thames</i>	ON 1195
	Inflatable	D449	<i>Humphry and Nora Tollemache II</i>	
Exmouth	Brede	33-06	<i>Caroline Finch</i>	ON 1088
	Inflatable	D364	<i>Clubs of the River Exe</i>	
Eyemouth	Waveney	44-008	<i>Eric Seal (Civil Service No. 36)</i>	ON 1026

Station	Class	Op No	Name	Off No
F almouth	Arun	52-11	<i>Elizabeth Ann</i>	ON 1058
	Atlantic	B541		
F iley	Mersey	12-13	<i>Keep Fit Association</i>	ON 1170
	Inflatable	D446	<i>Holme Team</i>	
F ishguard	Arun	52-19	<i>Marie Winstone</i>	ON 1076
F lamborough	Atlantic	B515	<i>Vee Webber</i>	
F leetwood	Tyne	47-038	<i>William Street</i>	ON 1156
	Inflatable	D424	<i>City of Chester</i>	
F lint	Inflatable	D361	<i>Tangent I</i>	
F owey	Waveney	44-010	<i>Thomas Forehead and Mary Rowse II</i>	ON 1028
F raserburgh	Tyne	47-007	<i>City of Edinburgh</i>	ON 1109
G alway Bay	Arun	52-36	<i>Roy and Barbara Harding</i>	ON 1118
G irvan	Mersey	12-37	<i>Silvia Burrell</i>	ON 1196
G t Yarmouth/Gorleston	Waveney	44-021	<i>Barham</i>	ON 1065
	Atlantic	B574	<i>Joseph B. Press</i>	
H appisburgh	Inflatable	D327		
H artlepool	Waveney	44-018	<i>The Scout</i>	ON 1044
	Atlantic	B568	<i>Burton Brewer</i>	
H arwich	Waveney	44-020	<i>John Fison</i>	ON 1060
	Atlantic	B571	<i>British Diver II</i>	
H astings	Mersey	12-002	<i>Sealink Endeavour</i>	ON 1125
	Inflatable	D392	<i>Cecile Rampton</i>	
H ayling Island	Atlantic	B548	<i>Aldershot</i>	
H elensburgh	Atlantic	B581	<i>Andrew Mason</i>	
H olyhead	Tyne	47-004	<i>St Cybi II (Civil Service No. 40)</i>	ON 1095
	Inflatable	D358		
H orton & Port Eynon	Inflatable	D380		
H owth	Arun	52-35	<i>City of Dublin</i>	ON 1113
	Inflatable	D379		
H oylake	Mersey	12-005	<i>Lady of Hilbre</i>	ON 1163
H umber	Arun	52-37	<i>Kenneth Thelwall</i>	ON 1123
H unstanton	Atlantic	B556	<i>Spirit of America</i>	
I lfracombe	Mersey	12-007	<i>Spirit of Derbyshire</i>	ON 1165
	Inflatable	D422	<i>Alec Dykes</i>	
I nvergordon (TSD)	Waveney	44-012	<i>The White Rose of Yorkshire</i>	ON 1033
I slay	Thames	50-002	<i>Helmut Schroder of Dunlossit</i>	ON 1032
K ilkeel	Atlantic	B593	<i>Valerie Hull</i>	
K ilmore Quay	Mersey	12-28	<i>Mary Margaret</i>	ON 1187
K inghorn	Inflatable	C514		
K ippford	Inflatable	D370	<i>41 Club II</i>	
K irkcudbright	Atlantic	B585	<i>Peter and Grace Ewing</i>	
K irkwall	Arun	52-39	<i>Mickie Salvesen</i>	ON 1135
L args	Atlantic	B547	<i>Independent Forester Liberty</i>	
L erwick	Arun	52-10	<i>Soldian</i>	ON 1057
L ittle & Broad Haven	Inflatable	D347		
L ittlehampton	Atlantic	B564	<i>Blue Peter I</i>	
L ittlestone-on-Sea	Atlantic	B573	<i>The Lady Dart and Longlife II</i>	
L landudno	Mersey	12-006	<i>Andy Pearce</i>	ON 1164
	Inflatable	D359	<i>41 Club I</i>	
L ochinver	Arun	52-42	<i>Murray Lornie</i>	ON 1144
L onghope	Tyne	47-025	<i>Lord Saltoun</i>	ON 1138
L ooe	Inflatable	D405	<i>British Diver III</i>	
L ough Swilly	Inflatable	D356		
L owestoft	Tyne	47-020	<i>Spirit of Lowestoft</i>	ON 1132
L yme Regis	Atlantic	B546	<i>Independent Forester Benevolence</i>	
L ymington	Atlantic	B566	<i>Frank and Mary Atkinson</i>	
L ytham St Annes	Tyne	47-037	<i>Sarah Emily Harrop</i>	ON 1155
	Inflatable	D360		
M ablethorpe	Inflatable	D357	<i>Braemar</i>	
M acduff	Atlantic	B578	<i>The Rotary Club of Glasgow</i>	
M allaig	Arun	52-21	<i>The Davina and Charles Matthews Hunter</i>	ON 1078
M arazion	Inflatable	D411		
M argate	Mersey	12-20	<i>Leonard Kent</i>	ON 1177
	Inflatable	D400	<i>Tigger</i>	
M inehead	Atlantic	B544	<i>Catherine Plumley</i>	
	Inflatable	D420	<i>Leslie. D.</i>	
M oelfre	Tyne	47-013	<i>Robert and Violet</i>	ON 1116
	Inflatable	D381	<i>Douglas</i>	
M ontrose	Tyne	47-034	<i>Moonbeam</i>	ON 1152
M orecambe	Inflatable	D440	<i>Brenda Reed</i>	
M udford	Atlantic	B583	<i>Ken Derham</i>	
N ew Brighton	Atlantic	B549	<i>Blenwatch</i>	
N ew Quay	Mersey	12-15	<i>Frank and Lena Clifford of Stourbridge</i>	ON 1172
	Inflatable	D339		
N ewbiggin	Atlantic	B553	<i>Kirklees</i>	
N ewcastle	Mersey	12-29	<i>Eleanor and Bryant Girling</i>	ON 1188
N ewhaven	Arun	52-32	<i>Keith Anderson</i>	ON 1106
N ewquay	Inflatable	C511		
N orth Berwick	Inflatable	D306	<i>Blue Peter III</i>	
N orth Kessock	Inflatable	D396	<i>Starting Point</i>	
N orth Sunderland	Mersey	12-16	<i>Grace Darling</i>	ON 1173
	Inflatable	D377		
O ban	Brede	33-10	<i>Nottinghamshire</i>	ON 1102
P adstow	Tyne	47-003	<i>James Burrough</i>	ON 1094
P eel	Mersey	12-22	<i>Ruby Clery</i>	ON 1181
P enarth	Inflatable	D384	<i>John Cresswell</i>	
P enlee	Arun	52-24	<i>Mabel Alice</i>	ON 1085
P eterhead	Tyne	47-019	<i>Babs and Agnes Robertson</i>	ON 1127
P lymouth	Arun	52-40	<i>City of Plymouth</i>	ON 1136
P oole	Brede	33-07	<i>Inner Wheel</i>	ON 1089
	Whaler	A513	<i>Sam and Iris Coles</i>	
P ort Erin	Atlantic	B594	<i>Albert and Edith</i>	
P ort Isaac	Inflatable	D366	<i>Peter and Molly Tabor</i>	
P ort St. Mary	Arun	54-06	<i>The Gough Ritchie</i>	ON 1051
	Inflatable	D323	<i>Gus</i>	

Station	Class	Op No	Name	Off No
Port Talbot	Inflatable	D402	Warwick	
Portaferry	Atlantic	B569	Blue Peter V	
Porthcawl	Inflatable	D390	Tiger D	
Porthdinllaen	Tyne	47-015	Hetty Rampton	ON 1120
Portpatrick	Tyne	47-033	Mary Irene Millar	ON 1151
Portree	Waveney	44-016	Ralph and Joy Swann	ON 1042
Portrush	Arun	52-16	Richard Evans (Civil Service No. 39)	ON 1070
Portrush	Inflatable	D378		
Portsmouth	Atlantic	B550	City of Portsmouth	
	Inflatable	D421	Lord Raglan	
Pwllheli	Mersey	12-010	Lilly and Vincent Anthony	ON 1168
	Inflatable	D372	The Lion	
Queensferry	Atlantic	B551	Constance MacNay	
Ramsey	Mersey	12-14	Ann and James Ritchie	ON 1171
Ramsgate	Tyne	47-036	Kenneth Thelwall II	ON 1154
	Atlantic	B558	Ramsgate Enterprise	
Red Bay	Inflatable	C519	Thomas Corbett	
Redcar	Atlantic	B580	Leicester Challenge	
	Inflatable	D373		
Rhyl	Mersey	12-24	Lil Cunningham	ON 1183
	Inflatable	D348	Banks' Staff I	
Rosslare Harbour	Arun	52-26	St Brendan	ON 1092
Rye Harbour	Inflatable	C517		
Salcombe	Tyne	47-022	The Baltic Exchange II	ON 1130
Scarborough	Mersey	12-18	Fanny Victoria Wilkinson and Frank Stubbs	ON 1175
	Inflatable	D434	John Wesley Hillard	
Selsey	Tyne	47-001	City of London	ON 1074
	Inflatable	D382		
Sennen Cove	Mersey	12-19	The Four Boys	ON 1176
Sheerness	Waveney	44-009	Helen Turnbull	ON 1027
	Inflatable	D362	Kensington Rescuer	
Sheringham	Atlantic	B536		
Shoreham Harbour	Tyne	47-040	Hermione Lady Colwyn	ON 1158
	Inflatable	D351	Rotary Club of Sutton	
Silloth	Atlantic	B545	Amelia Gregory-Armstrong	
Skegness	Mersey	12-008	Lincolnshire Poacher	ON 1166
	Inflatable	D326	Michel Philippe Wolvers	
Skerries	Inflatable	D393	Helen Mitchell Scrimgeour	
Southend-on-Sea	Atlantic	B567	Percy Garon II	
	Inflatable	D349		
	Inflatable	D368	Douglas Cameron	
Southwold	Atlantic	B562	The Quiver	
St Abbs	Atlantic	B572	Dorothy and Kathrine Barr	
St. Agnes	Inflatable	D305	Blue Peter IV	
St. Bees	Inflatable	C515		
St. Catherine	Atlantic	B587	Jessie Eliza	
St. Davids	Tyne	47-026	Garside	ON 1139
St. Helier	Tyne	47-039	Alexander Coutanche	ON 1157
St. Ives	Mersey	12-009	The Princess Royal (Civil Service No. 41)	ON 1167
	Inflatable	C516	The Belsize Charitable Trust No. 1	
St. Mary's	Arun	52-18	Robert Edgar	ON 1073
St. Peter Port	Arun	52-02	Sir William Arnold	ON 1025
Staithe & Runswick	Atlantic	B576	Ellis Sinclair	
Stornoway	Arun	52-28	Sir Max Aitken II	ON 1098
Stranraer	Inflatable	D388	Crusader	
Stromness	Arun	52-29	The Joseph Rothwell Sykes and Hilda M.	ON 1099
Sunderland	Waveney	44-017	Wavy Line	ON 1043
	Inflatable	D329	BBC Radio Newcastle I	
Swanage	Mersey	12-23	Robert Charles Brown	ON 1182
	Inflatable	D406	Phyl Clare	
Teesmouth	Tyne	47-008	Phil Mead	ON 1110
Teignmouth	Atlantic	B588	Frank and Dorothy	
Tenby	Tyne	47-010	RFA Sir Galahad	ON 1112
	Inflatable	D438	The Stanley Taylor	
The Lizard	Tyne	47-030	David Robinson	ON 1145
The Mumbles	Tyne	47-005	Ethel Anne Measures	ON 1096
	Inflatable	D319		
Thurso	Arun	52-43	The Queen Mother	ON 1149
Tighnabruaich	Inflatable	D345		
Tobermory	Arun	54-07	The City of Bradford IV	ON 1052
Torbay	Arun	54-03	Edward Bridges (Civil Service No. 37)	ON 1037
	Inflatable	D354	Alfred George Martin	
Tramore	Inflatable	D375	Alice	
Trearddur Bay	Inflatable	D367	Sea Horse	
Troon	Arun	52-38	City of Glasgow III	ON 1134
Tynemouth	Arun	52-13	George and Olive Turner	ON 1061
	Inflatable	D385		
Valentia	Arun	52-23	Margaret Frances Love	ON 1082
Walmer	Atlantic	B589	James Burgess	
	Inflatable	D363		
Walton and Frinton	Tyne	47-002	Sam and Joan Woods	ON 1075
Wells	Mersey	12-003	Doris M. Mann of Ampthill	ON 1161
	Inflatable	D352	Jane Ann	
West Kirby	Inflatable	D332		
West Mersea	Atlantic	B570	Himley Hall	
Weston-super-Mare	Atlantic	B557	Weston Centenary	
	Inflatable	D387	Boto-X 87	
Weymouth	Arun	54-04	Tony Vandervell	ON 1049
Whitby	Tyne	47-023	City of Sheffield	ON 1131
	Inflatable	D369		
Whitstable	Atlantic	B560	British Diver	
Wick	Tyne	47-016	Norman Salvesen	ON 1121
Wicklow	Tyne	47-035	Annie Blaker	ON 1153
Withernsea	Inflatable	D394	Banks' Staff II	
Workington	Tyne	47-028	Sir John Fisher	ON 1141
Yarmouth	Arun	52-08	Joy and John Wade	ON 1053
Youghal	Atlantic	B561	Marjory Turner	

The Relief Fleet

The RNLI's Relief Fleet is used to replace any lifeboat which is off-station, for repair, survey or any other reason. There are lifeboats of most classes in the Relief Fleet in order that station lifeboats can be relieved like-for-like in most instances.

Relief Fleet – All-Weather Lifeboats

Waveney	44-001	Un-named	not allocated
Waveney	44-002	John F. Kennedy	ON 1001
Waveney	44-003	Khami	ON 1002
Waveney	44-004	Faithful Forester	ON 1003
Waveney	44-007	Connel Elizabeth Cargill	ON 1006
Arun	52-14	Edith Emilie	ON 1062
Rother	37-39	The Davys Family	ON 1064
Arun	52-17	Sir Max Aitken	ON 1071
Arun	52-20	Duchess of Kent	ON 1077
Arun	52-22	Ralph and Bonella Farrant	ON 1081
Arun	52-25	A.J.R. and L.G. Uridge	ON 1086
Brede	33-08	Foresters Future	ON 1090
Brede	33-09	Enid of Yorkshire	ON 1101
Arun	52-31	Newsbuoy	ON 1103
Arun	52-34	Margaret Russell Fraser	ON 1108
Tyne	47-012	Good Shepherd	ON 1115
Tyne	47-017	Owen and Ann Aisher	ON 1122
Tyne	47-021	The Famous Grouse	ON 1133
Tyne	47-029	Mariners Friend	ON 1142
Tyne	47-031	Voluntary Worker	ON 1146
Mersey	12-11	Lifetime Care	ON 1148
Arun	52-44	Hibernia	ON 1150
Arun	52-46	The Duke of Atholl	ON 1160
Mersey	12-004	Royal Shipwright	ON 1162
Mersey	12-12	Marine Engineer	ON 1169
Mersey	12-21	Margaret Jean	ON 1178
Trent	14-01	Earl and Countess Mountbatten of Burma	ON 1180
Mersey	12-25	Bingo Lifeline	ON 1184
Mersey	12-30	Her Majesty The Queen	ON 1189
Mersey	12-33	Fisherman's Friend	ON 1192

Relief Fleet – C class Inshore Lifeboat

C509
C510
C512
C513
C520

Sebag of Jersey

Relief Fleet – D class Inshore Lifeboat

D320
D322
D336
D338
D350
D355
D371
D383
D391
D398
D399
D401
D404
D407
D408
D409
D410
D413
D414
D415
D416
D417
D418
D419
D423
D425
D427
D428
D430
D432
D433
D435
D437
D439
D445
D448
D450
D451
D315
D316
D328
D333
D334
D365

Bruce's Bonus

41 Club III
Sea Tiger
Lifeline
Victory Wheelers
Bertha
Bank Staff Appeal IV
Ann Speed
The Marlborough Club, Didcot
City of Derby
Taipan
Bacchus
Billy Mills & George Ralph
Fairlands Lady
Pride of West Kingsdown

Douglas Hurndall

Sarah Helena
John Edmunds
Strickson
Storrs
St Vincent Amazon
Rotherham Grammar School
Ordnance Survey Bosun
Marjorie
Table 32
Jill Gatti
Phyllis Mary
AXA Life Inshorer
Sea Ranger
Anthony
Jeanne Frances
(Training Fleet)
(Training Fleet)
Stephen Willoughby (Training Fleet)
(Training Fleet)
(Training Fleet)
(Training Fleet)

Relief Fleet – Atlantic 21 Inshore Lifeboats

B511
B512
B513
B514
B525
B526
B527
B528
B529
B531
B532
B533
B536
B537
B539
B543
B555
B575
B586
B592

US Navy League
William McCunn & Broom Y.F.
Guide Friendship I
Spix's Macaw

Percy Garon (Civil Service)

Alexander Duckham
Foresters
Guide Friendship III

Lions International District 105 SE
Round Table
Long Life I
John Batstone
Clothworker
Ernest Armstrong



(left) The photograph used to illustrate the Thames class in 'Lifeboat Classes – a Spotter's Guide' in the Autumn issue of The Lifeboat showed the class in its original form. Modifications were carried out which changed the appearance of the class to a degree. This photograph shows Dover's Thames Class *Rotary Service* in her current form, after modification. *Photo Mike Louagie*



(right) Lifeboats from the Relief Fleet visit a large number of stations and are often involved in services which earn awards for the lifeboat crews. The Arun class *Margaret Russell Fraser* was at Yarmouth on relief duty when coxswain Dave Kennett was awarded a Bronze Medal for a service to a freighter in severe conditions. *Photo Malory Maltby*

B o o k s h e l f

some recent publications reviewed

The Mary Stanford Disaster by Geoff Hutchinson

published by the author at
£2.25 plus 50p post and
packing

ISBN 0 9519936 1 5

First published in 1984 The Mary Stanford Disaster, recounting the events at Rye Harbour in 1928, has been completely revised by the author to include new information and illustrations.

The Mary Stanford was the fifth lifeboat to serve at Rye Harbour, and had been on station for 12 years before she went to sea in atrocious conditions on 28 November 1928.

Tragically her mission was not only unnecessary - the crew of the steamer she was going to help were taken off by another vessel - but the message to recall her came only some five minutes after she had launched.

Even then it was not while launching, making for the casualty or searching that trouble arose - it was only when minutes away from safety on her return passage that she was capsized by breaking seas.

Her entire crew, 17 men, perished and the tragedy cast a shadow over the whole community. The lifeboat station was closed and did not reopen until 1966 when an inshore lifeboat was established.

A most interesting and well produced booklet, which is available from the author at Mill Cottage, Cackle Street, Brede, Nr Rye, East Sussex.

Tell It To The Marines

Edited by Michael

McConville

published by Cross Publishing, sponsored by The 1664 Club, The Friends of The Royal Marines Museum, at £9.95

ISBN 1 873295 25 1

An engaging collection of humorous short stories from more than 50 contributors, including famous names like Paddy Ashdown, Sir James Savile and Angela Rippon and less well-known ex-Royal Marines with equally funny stories to tell.

Illustrated with cartoons by the likes of Jak, Giles and their predecessors this volume provides amusing reading and, as each story stands alone, it is possible to dip into it for a few moments enjoyment at a time.

A good read, recommended to anyone who has RM connections - and to anyone else with a sense of humour!

Profits from the sale of the book will be devoted to further development of the Royal Marines Museum at Portsmouth.

All at Sea

A Collection of Marine Legal Stories

by Clive Ward

published by Adlard Coles Nautical at £8.99

ISBN 0-7136-3753-6

Based on the continuing series of articles appearing in Motor Boat and Yachting Clive Ward's look at the potential

legal pitfalls when buying, maintaining, using or just owning a yacht are enough to give even the strongest willed yachtsman sleepless nights.

However, sensible precautions are enough to head off most problems and the reader of the case histories in this compact paperback will have the edge on those who have not.

A most interesting read for any boatowner - if just a little worrying at times!

Boating on a Budget

by Derek Harvey

published by Adlard Coles

Nautical at £9.99

ISBN 0-7136-3774-9

Contrary to most writers in the tabloid press the majority of 'yachtsmen' are not rich playboys, they are quite ordi-

nary people who choose to take their pleasures afloat rather than on a golf course and who buy a 'yacht' (they would call her a 'boat') rather than a better car. Perhaps they should be forced to read this paperback to find out how most real 'yachtsmen' operate?

The author looks at both the philosophies and the detail of buying, owning and maintaining boats which cost less than the price of the average family car.

Although perhaps a little too reliant on manufacturers' hand-out photographs in places the range of illustrations is good and the text well thought through.

A good primer for those contemplating a small and affordable cruiser, whether power or sail.

Two very different approaches to introducing young people to the pleasures, and the perils, of sailing. Both are useful primers and meet their targets.

Young Crew

by John Mellor

published by Waterline at £10.95

ISBN 1-85310-373-X

The more 'conventional' of the two books - a small-format paperback running to 165 pages and by an author with many adult publications to his name. Illustrated by photographs, diagrams and drawings inserted in the text in the usual way and altogether recognisable as an adult-style book but with the content aimed at the younger reader.

Comprehensive and altogether very 'seamanlike' with single-oar sculling and clinker-built dinghies vying with modern materials and vessels.

Good detail and content would provide the slightly older and more committed reader to go to sea with a very good grasp of the basics.

Young Sailor

published by Adlard Coles

Nautical at £7.99

ISBN 0-7136-3783-8

The more modern of the two books - hard-backed and larger format and with the designer and illustrator given equal credit with the author of the text.

Using specially-drawn colour illustrations throughout, around which the text revolves, and running to only 45 pages this book takes a very obviously different approach.

Perhaps easier for a younger reader to digest, Young Sailor is wide ranging and accurate, but not as detailed in some respects as Young Crew.

Nevertheless a useful introduction to a youngster who may be less committed to sailing and who is more interested in windsurfers and racing dinghies than reefing a cruiser.

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.

Some ways of filling the coffers...

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.

Cottage industry

When Dick Clark, a member of Portrush branch, offered the ladies' guild the contents of his attic to exhibit, the ladies were quite thrilled. About 90 models of cottages, houses and castles with a strong Irish flavour, all made by Dick and carefully researched and historically accurate, were arranged in the local primary school where they formed a unique exhibition entitled 'From cottage to castle'.

In five days the exhibition realised £3,600 for lifeboat funds.

Hounded for their money!



While on holiday on the Isle of Wight last summer, Albert the Irish Wolfhound collected nearly £50 for Yarmouth lifeboat.

Owner Mary Knight took him along to the station's open day and not many people were able to resist Albert's appealing eyes and popped a coin in the box.

Albert is a PAT dog (Pets As Therapy) and visits schools, hospitals and old people's homes where his friendly nature offers comfort and joy. He and Mary raise large amounts of money for various charities throughout the year

To Campbeltown.. from Campbeltown



HMS Campbeltown's salvage of the oil tanker *World Hitachi Zosen* in April 1992 has led to a cheque for £2,625 being presented to the Campbeltown branch of the RNLI.

While steaming off West Africa the Royal Navy frigate HMS Campbeltown received a Mayday call from the tanker, which was suffering from a major fire following a collision with a container vessel.

The frigate's helicopter was launched and winched fire-fighting teams onto the blazing decks. After 14 hours the flames

were brought under control and the vessel was saved.

The frigate's commanding officer, Captain Anthony Dymock, was delighted to present the ship's share of the agent's commission to Captain Black, honorary secretary of Campbeltown lifeboat station. The ship has very close links with her namesake in Scotland and the money will go towards the new lifeboat appeal.

Pictured from left to right are: Captain Anthony Dymock, Guy Raven (Cox and King's) and Captain Black, station honorary secretary at Campbeltown.

Quick march to profit

During 1993 the RNLI received its own official march in the form of 'The Lifeboatmen', the brainchild of Brian Williams, the chairman of the Rame Peninsula Branch and written by well-known composer Trevor Brown.

The march was officially handed over to the RNLI in June during the naming ceremony of the first Trent class lifeboat *Earl and Countess Mountbatten of Burma*.

Westcountry Television subsequently sponsored the recording of the march by the Band of HM Royal Marines Commandos on their 'Marches of the Sea' cassette and CD, and sales have already passed the £4,000 mark, with all profits from the recording going to the RNLI.

CDs costing £10 and cassettes at £7 are available from the RNLI South West Region, 6 King Square, Bristol BS2 8JD.

In brief

ONCE again Hoylake lifeboat station's open day proved a great success. Ken Dodd OBE opened the proceedings and a skydiving team which parachuted down with the RNLI flag thrilled the 20,000 people who turned out for what is now one of the largest open days in the Institution's calendar. With many attractions along the promenade the total raised on the day in souvenir sales, collecting boxes and sponsorship was £15,000.

WHILE on holiday in Beaumaris, Robert Charlton, son of Llandudno crew member Keith, set up a stall on lifeboat day and raised £109.

RETIRING president of the Rotary Club of

Coventry North, Maurice Cassledine, chose the RNLI to benefit from his fundraising efforts and presented Coventry ladies' guild with a cheque for £2,500.

THE Rame Gig Club entered its Cornish pilot gig *Spirit of Rame* in the London Great River Race in September. Racing for the RNLI in conjunction with Rame Peninsula branch, the gig took 53rd place from a total entry of 196 boats. Although she had aimed to win some of the prize money for the Institution and although unsuccessful in this respect the Twickenham branch, which acted as hosts, held a collection at the start of the race.

Some ways of filling the coffers...

In brief

ALLAN Smith, on holiday from Ayr, piped passengers ashore from the Clyde steamers calling at Tighnabruaich Pier and raised £223 for the local ladies' guild.

IN JUST one-and-a-half hours **Beckenham** branch raised £1071.84 at a garden party and coffee morning.

MARINE biology student Lisa Brook won the £5,000 business prize at the OXEX '93 trade show and donated the money to the RNLI and the RNIB.

THE **St Agnes** ladies' guild have received a cheque for £2,000 from Tehidy Park golf club - the result of a Pro Am golf match arranged by the captain Jerry Ladner, assisted by J. Prosser and Gerald Simmons.

JOHN Gallacher's sponsored walk raised a grand total of £657 for **Hitchin** branch and a stall manned by branch members at the North Herts and East Beds Sailing Club's open day raised £135.

THE 1993 house-to-house collection in the village of Queen Camel and West Camel, **Yeovil** branch, realised £224 and a coffee, cake and raffle morning raised £219.60.

LES Palmer has been fundraising for the RNLI for over 30 years, to thank lifeboatmen who pulled him from the water after his boat was torpedoed at Dunkirk. Les joined **Orpington** branch and is known in the area as the 'Stamp Man' as he collects used stamps for the Institution.

Bandaid

The Marple 'B' band recently gave a splendid concert at the Swan Hotel, New Mills and raised approximately £200 for the local branch.

The band played the Institution's march 'The Lifeboatmen' which has been transcribed for brass band by Keith Lever and is readily available from him at 36 Booth Street, Alvaston, Derby DE24 8PF.

Institute helps Institution

In the early 1970s Mrs Violet Smith, a committee member of Wallingford branch, was asked to organise a house-to-house collection. Then, as now, she turned to her fellow Women's Institute members for help and over the years they have been most supportive.

She remembers their delight when the collection realised £100, but this year, thanks largely to seven doughty members, it reached £247.

The ladies have also been Mrs Smith's mainstay in organising coffee mornings and bazaars, and since 1991 they have provided teas for the annual Sotwell Hill garden party, raising over £200 by selling cups of tea and home made cakes - a great effort for a little band of over twenty whose average age is 70-plus!

Ballet good show



Two members of Images of Dance, dressed in their costumes for the ballet Pineapple Poll, are pictured on Pwllheli lifeboat.

The ballet company gave a performance at the Town Hall in Pwllheli and the proceeds of approximately £600 were donated to the local ladies' guild which had organised the event.

Photo Peter Westley

Another winning drive with Volvo

Since 1987 the partnership between the RNLI and Volvo Car UK has raised over £1m for the Institution, and two new lifeboats funded in this way are already helping to save lives.

Volvo launched its latest campaign, 'Working Together', a year ago at the London Boat Show with the target of raising another £1m.

Six Volvo 440 1.6Li cars were offered as prizes in the RNLI's regional lotteries, and one in the January national draw. These draws raised £512,899.75 during 1993, more than half-way towards that next million. The success of the draws is also due to the many voluntary workers and Volvo dealers around the country who continue to work tirelessly and break record after record.

The amounts raised in the Regions holding draws for the cars were: **Scotland** Region, £51,087.25 (winner - Mrs Nancy Brown, Orkney); **North West** Region, more than £35,000 (winner - Mr Peter Farrington, Nantwich); **North East and Eastern** Regions, £59,507.50 (winner Mrs Norman, Leigh on Sea); **Southern/South East** Regions, £72,250 (winner, Mr S.

Bowles, Worcester); **Wales and West Mercia** Region an estimated £40,000 so far (winner Miss R. Shepherd, Llandrindod Wells); **South West** Region £97,389.50 (winner Mr Baylis, West Midlands).

On hearing the results the managing director for Volvo Cars, Charles Hunter-Peace commented: 'We are delighted with the association we have with the RNLI and the benefits it has brought us in terms of image and community involvement. We would also like to thank the many branch and guild workers who have put so much energy into this campaign.'



(above) Alan Jones, coxswain of The Mumbles lifeboat draws the winning ticket for the Wales and West Mercia Region watched by David Steel, director of Volvo agents FRF Motors.

Photo South Wales Evening Post (left) Vice President of the RNLI The Duke of Atholl presides over the Scottish Region draw at the King James Thistle Hotel.

Photo Capital Press



In Brief

THE Castletown and Derbyhaven motor-boat and yacht club on the Isle of Man, has donated £1,676 to **Castletown** branch from the proceeds of the 1993 Castletown regatta. A cheque was presented by the event's major sponsors, Royal Life Insurance International, and Beaman and Beaman. Some of Royal Life's employees ran a bottle stall at the regatta and raised a further £400 for the branch whose members also organised a door-to-door collection in the same week raising another £472.

TOGETHER with her team, Mrs Old of **Sandown** branch sold £3,500 worth of Volvo car draw tickets last year.

THE HARBOUR Fete held on August bank holiday realised a total of £10,550 for **North Sunderland** ladies' guild, and last year the sale of souvenirs in its shop exceeded £17,000. Other diverse activities included a concert given by the Seahouses fisherman's choir which produced a further £605 and a stall at the vintage tractor rally at Brunton airfield which resulted in £100.

DURING their summer holidays at **Little and Broad Haven**, Ann and Susan Bolton (aged 12 and 14) from Liverpool organised a sponsored shrimp catch and 'netted' £60 for the local lifeboat.

ONE of the fundraising activities of **Aboyne** branch is selling car raffle tickets at the annual Braemar gathering. This event is attended by HM The Queen and other members of the Royal family who are in residence at nearby Balmoral and over the years some thousands of pounds have been raised by the branch at this event.

THE INSTITUTION has a supportive group of 18 English-speaking ladies in France. For the last ten years the ladies, who live in the Riberac area, meet monthly at each other's houses for lunch and pay half the cost to the acting hostess and the other half to the RNLI.

NICHOLAS White of the **Ivybridge and District** branch has raised £1,600 by being sponsored to visit every lifeboat station on the south coast from the Scilly Isles to Dover. He completed his five-day venture with half a day to spare.

LIFEBOAT week in **Portpatrick** resulted in £14,111.69 being collected for the local branch.

KAREN Steenvoorden and Sue White, wives of two of the **Humber** lifeboat crew, organised a dance at their local club in Kilnsea and raised just over £2,000 at their first real attempt at fundraising. The owners of the club, Maureen and Anton Schipper, provided the evening's entertainment free of charge.

FOR MANY years Violet Dunn of **Littlehampton** has filled her spare time decorating boxes with shells, many of which she donates to her local **Littlehampton** and **Angmering** branches for fundraising raffles. Violet also enjoys baking and her cakes also help to raise funds.

Only here for the beer...



The Peterborough branch of the Campaign for Real Ale (CAMRA) has adopted the RNLI as its charity, and allows Peterborough branch to collect money at the annual beer festival.

Since starting the partnership five years ago CAMRA has contributed almost £8,000 to the RNLI, and in 1992 just over £2,000 was used to equip the two lifeboats at Harwich with wet weather gear for the crew.

A total of £3,248 was collected from 1993's festival-goers, topped up with a further £400 from CAMRA which organised the event, making a grand total of £3,648 which will go towards providing a number of all-weather lifeboats with navigational equipment.

Chairman of the branch, Tom Field, said 'We stood at the entrance and the exit with buckets so we caught them going in and going out. We're very persuasive and they're very generous!'

Pictured are festival organiser Mike Lane with Tom Field, chairman of Peterborough branch

Photo Peterborough Evening Telegraph

It'll come out in the Wash...

Between the 6 and 11 September Brian Elliott, a committee member of Swaffham and District branch, undertook a marathon row, and raised more than £1,000.

Brian rowed the entire navigable length of the Great Ouse from Kempston Mill, just upstream from Bedford, to King's Lynn at the mouth of the Wash, a total distance of 86 miles. He rowed a 7ft 6in wooden dinghy he had built himself and was supported by members of the branch committee, using their mobile show unit caravan for overnight stops.

Brian was greeted at King's Lynn by a large group of supporters and was welcomed ashore by the Mayor.

A word from our sponsors... a round-up of sponsored events

DURING last year's regatta at Hull marina, Victoria and Penelope Muir, aged 4 and 5, undertook a sponsored flag pole climb and raised the splendid sum of £525 in support of the Flamborough lifeboat appeal. Their father also provided equipment to the value of £500 for Flamborough lifeboat.

FRIENDS and colleagues sponsored Anne Grainger and Sarah Grace from Ilkeston to walk up to Kinder Scout (the highest point of Derbyshire) and the two friends raised £264 from the ten mile walk.

FOURTEEN members of the National Westminster Bank in Norwich took part in a sponsored cycle ride - 73 miles between the lifeboat stations at Wells-Next-the-Sea and Lowestoft, raising £1,458.30 to be divided between the six stations involved.

IN SEPTEMBER six members of Markyate Cricket Club cycled 350 miles from their home village in Hertfordshire to Land's End and have so far raised £2,000. In a week the five cricketers called in at six lifeboat stations on the way and were warmly welcomed at St Ives where they

play cricket every year.

FIREFIGHTERS from the Ventnor, Isle of Wight Fire and Rescue Service rowed across the channel from Ventnor to Cherbourg. The sponsored row, which took 23 hours 47mins, was in aid of The Amie Morey Riverside appeal and the RNLI and £500 has so far been donated to the lifeboat service with further donations to come. First Day covers commemorating the row were stamped on both sides of the channel and can be purchased from Keith Burden, Ventnor Fire Station, South Street, Ventnor PO38 1NG at a cost of £4 each, with all profits to the charities concerned.

A RECENTLY retired Hertfordshire police officer who had undergone a double by-pass operation, walked the coast of Cornwall to thank those who gave him a new lease of life. Cornish-born Mick Pascoe, was joined on the way by many friends and colleagues and completed the 300-mile walk in 20 days. He collected £2,393.52, of which the RNLI received £1,000, the Harefield Hospital Fund £1,000 and the Herts Police Welfare Fund £393.52.

A round sum

Mr Ken Holme-Barnett, district governor of district 1060 of Rotary International presented a cheque for £18,000 to Mrs Kay Stone, area organiser for Wales and West Mercia. The money was raised in 12 months by the 67 Rotary clubs in the West Midlands as a result of the RNLI having been nominated by Mr Holme-Barnett as the charity for his year of office.

Walk this way

Thirty members and supporters of Exmouth and Budleigh Salterton branch and guild took part in a sponsored stroll from Exmouth docks to the old lifeboat house, about a mile along the seafront. After a fish and chip supper they returned with another 26 supporters to the docks for a social evening and raffle at the Beach Hotel. Over £630 was raised for lifeboat funds.

In Brief

IN THE seven months after Paul and Jill Hewitt took over the Rose and Crown pub in Hitchin collecting boxes in the bars had to be emptied weekly. After the money had been counted it was revealed that an amazing total of £1,175 had been raised in that time for Hitchin branch.

A VERY successful and enjoyable evening organised by Wells-Next-the-Sea ladies' guild was held at the Alderman Peel High School last August when the entertainment was provided by the Sheringham Shantymen Singers. Mrs Freda Howell delighted everyone with her Norfolk dialect poetry and a cheese and wine interval refreshed everyone. A raffle was held and a painting of Wells lifeboat by artist Mike Tuddenham was auctioned by Coxswain Graham Walker for £100, resulting in a final total of £472 for lifeboat funds.

THE COMMODORE of Harleyford motor yacht club, P.T. Lole, committed the cardinal sin of neglecting to lower his ensign at sunset. The next thing he knew was that there would a 'special raffle', the prize to be a surprise. To his horror he found that the prize winner was presented with his ensign and he, as commodore, had to make an offer to buy it back! The proceeds of the raffle were donated to the RNLI and after Commodore Lole had bought back his ensign the winner donated his fee to the RNLI - on the understanding that he match it! The end result was a cheque for £50 forwarded to the Institution.

A CELEBRATION lunch to mark the 10th anniversary of the reformed Tunbridge Wells branch was held at Rust Hall, the home of Ralph and Jean Graveney. One hundred supporters, including the Mayor of Tunbridge Wells, Mrs Audrey Sturley and the branch president, the Marchioness of Abergavenny enjoyed a buffet lunch.

Anniversary celebration

The 40th anniversary of the re-formation of the Harrogate ladies' guild was celebrated by a dinner on 21 October 1993 at Rudding House.

Guests, who were welcomed by the chairman, Mrs Peter Blaydes OBE, included the Mayoress of Harrogate as president of the guild, the Institution's Director, Lt Cdr Brian Miles and Mrs Miles and the north east regional organiser Mrs Christine Goodall. The guest speaker was the distinguished painter Ben Maile.

Mr Maile spoke of his personal admiration for and dealings with the RNLI in those forty years and the company was then given a talk by Lt Cdr Miles on the work and human problems of the Institution. Paintings, donated by Mr Maile, were then auctioned and the evening raised a total of nearly £4,500.

Transparently successful

Mr John Wardle, committee member of Clowne & District completed a glass engraving of Selsey's Tyne class *City of London* which was then framed for exhibition at various events to raise funds. After raising £128 locally the branch believes the engraving is now in Selsey boathouse.

The branch has also been presented with a cheque for £838.50 from the Hodthorpe Workingmen's Club following a weekend of fundraising, including a 24-hour snooker marathon, a fun quiz and bingo. Together with around £200 from a recent lunch and £70 from the souvenir stall at a vintage car rally, the branch has enjoyed a lucrative few months.

Say it with flowers

The Alsager ladies' guild celebrated its 40th birthday with a beautiful floral display at Milton Park Gardens.

The guild, which raises between £4,000 and £5,000 a year, had asked Congleton borough council if it could plant the display to commemorate 40 years of fundraising and Mrs Weatherby, honorary secretary, said how satisfied they were with the work, which showed a great degree of artistry and skill.

Photo Congleton Chronicle

A great day at Nefyn...

Nefyn Sailing Club lifeboat day took place in August, and began with many club members taking their boats out to join the flag-bedecked Porthdinllaen lifeboat *Hetty Rampton* as she made her way into Nefyn Bay.

Shortly afterwards an RAF Valley helicopter appeared for a joint training exercise, and later the eagerly-awaited Lifeboat Bay race took place - with 61 participants racing along the beach to their boats for the first leg, to the lifeboat anchored in the bay. Sailing into Lifeboat Bay they had to leap out and collect a lolly before returning to the beach for a final run up to the club hut.

Together with the sale of souvenirs by Nefyn ladies' guild the club raised £1,250 on a very successful day.

...and at Calshot

Calshot also enjoyed a very successful lifeboat day at picturesque Ashlett Creek, Fawley on a perfect day last June. A record £2,738.93 was raised for Calshot branch.

The Calshot lifeboat *Safeway* had two call outs before she could take part in the pre-arranged training exercise with a Coastguard helicopter! Eight steam yachts attended the event together with radio controlled models of all types of lifeboats in conjunction with the RNLI Southern Model Boat Society.

The day was brought to a close when Richard Merryweather, skipper of *Commercial Union* in the Round the World Challenge, together with BBC's Open Waters correspondent Denis Skillicorn and Brian Lawrence, chairman of Calshot branch drew the winning draw tickets - the first prize being a £400 voucher donated by British Airways.



Money in spades

As well as his duties as winchman on the Swanage lifeboat, Jonathan Deare also raises money for the lifeboat.

He and his father own a deckchair and beach business, and any buckets, spades and so on that are left behind they sell for the RNLI. Last year £160 was presented to the station to buy some new-style Guernseys for the crew. Customers also donate paperbacks for sale and Jonathan organised a beach *boules* competition last summer which realised a further £30.

Showtime for the President

The RNLI's president, HRH The Duke of Kent, made sure that he visited the Institution's souvenir stall when he flew in for the first day of the Royal Bath and West Show at Shepton Mallett in June.

The stall was manned over the four days of the show by members of the Midsomer Norton and Radstock branch. Its chairman, George Noden, introduced the Duke to branch secretary Tony Lowe. Also present at the time were president Tony Price and committee member Ed Bufton.

Flowering support

Saltford Floral Club chose the RNLI as its charity for 1993 and as a means of raising money decorated the house of the Saltford branch treasurer with 43 floral arrangements. Sixty people went along in the evening to admire the decorations, enjoy refreshments prepared by the ladies of the branch committee and buy tickets for a raffle of donated prizes.

At the coffee morning held the next day the floral arrangements were sold and together with the souvenirs and Christmas cards which were sold at both events, a splendid £780 was raised.

Dressed for the job...

Suitably attired, for the lifeboat if not for their surroundings, youngsters four-year-old Lucie Polwin, her brother Ben (10) and sister Hannah (8) (right), helped their parents on flag day in Billingshurst, where a total of £275 was collected one Saturday morning. The total for the week was £1,871.99, an increase on last year's total.

Lifeboatmen outmatched

A football match between Amble lifeboat crew and Amble fishermen netted £800 from sponsorship and a raffle, with prizes donated from local pubs

Organised by Second Coxswain James Henderson, a good crowd turned out for the game. A few injuries were sustained but both teams had a great time, with the fishermen showing their prowess in the final score – fishermen 5 lifeboat crew 1.

A busy time

Four events organised by St Albans and District branch contributed £1,560 to lifeboat funds.

The first event in June last year saw much activity at the home of branch committee member Jean McCann and her friend Pam Sarley as members prepared for a coffee morning. Stalls were set up, with a wide range of souvenirs, books, bric-a-brac and a large selection of plants and cuttings from Jean and Pam's beautiful garden.

In a very short time the garden was buzzing as friends and supporters arrived in force. The weather was kind with the result that the morning had extended into the early afternoon. At the end of the day £510 had been raised.

This event was followed by a charity evening shared with Guide Dogs for the Blind. Given by a local theatre company 'Company of Ten' the evening was a great success and produced £552. Jill Cox, daughter of the branch chairman, and her friend Jane undertook a sponsored cycle ride and raised £100, and another £400 was raised by the sixth form at Marlborough School in St Albans.



Brave effort

Donald Ross-Mackenzie of Broadway, Ilminster, decided to do something to raise money for the RNLI – even though he is paralysed down one side of his body, lives in a nursing home, is confined to a wheelchair and is 73 years old.

With the support of Ilminster branch and wearing oilskins and sou'wester he set off in his wheelchair heading for Lyme Regis, Weymouth and Poole. Travelling with a collecting bucket via Chard and Axminster he had reached the outskirts of Lyme Regis when the wheelchair overturned and Donald suffered a fractured hip.

Despite this most unfortunate accident he collected over £70, and with his sponsorship for the trip he raised just under £600. Ilminster branch chairman, Jim Olds, has kept in touch with Donald and says 'This was a marvellous effort to raise funds by one man in a wheelchair'.

Jazz and the motorway

Len Maybury, treasurer of Nuneaton Conservative club, was determined to be up and about and out of hospital after recovering from a heart attack so that he could attend the jazz event he had organised in aid of Nuneaton and District branch. The band, Jazz Edition, got everyone's toes tapping and £300 was raised from the swinging evening.

The branch also held a bucket collection at Corley service station on the M6 and collected £984.15 in just one day. Collecting in two hour shifts from 8am until 6pm branch members enjoyed free tea and coffee courtesy of Mr Martin the service station manager.

In Brief

PAULINE, Gary and Bill Ditchfield, owners of the Penny Lane restaurant in Santa Margarita, Costa Brava, Spain are keen RNLI supporters. When Nancy Scott, committee member of Molesey branch was on her last visit she emptied the bar's collecting box and brought back nearly £100.

LAST summer Walter McPhee, coxswain of Wick lifeboat, was presented with a cheque for £2,500 by Helmsdale lifeboat queen, Margaret Booth. This was the highest ever amount raised by Helmsdale branch which only has a population of 800 and is very supportive of the RNLI.

EARLY in September last year the Ashbourne branch manned a stall at the newly opened Carsington Reservoir and sold over £800 worth of souvenirs and Christmas cards.

The Spring issue of The Lifeboat will appear in early April 1994.

All reports of Fundraising events for inclusion in that issue should be received by Friday 18 February – and earlier if possible

People and Places

around and about the RNLI

Lottery Draw

The winning tickets for the 63rd national lottery were drawn at RNLI headquarters on Sunday 31 October 1993 by Peter Jones, chairman of the Civil Service Motoring Association and Colin Frizzell, chairman of Frizzell Financial Services.

In charge of proceedings were Lt Cdr Brian Miles, Director, and Anthony Oliver, deputy head of fundraising and marketing.

Over the last ten years CSMA and Frizzell have raised more than £100,000

for the Institution, providing a D class lifeboat, donations towards several all-weather lifeboats and funding the crew room at the St Ives lifeboat station.

Commander Miles presented records of thanks to Peter Jones and Colin Frizzell to commemorate not only their splendid support of the lifeboat service over the past ten years but also their organisa-



Peter Jones, Chairman of the CSMA, draws a ticket.

tion's long-standing association of 70 years.

The prize winners were:

£2,000 – B.V. Hart, Leicester.

£1,000 – Mrs I. Davenport, Mildenhall, Suffolk.

£750 – D.J.

Brenchley, Exeter, Devon; Mrs P Key, Peckham, London. £500 – Miss White, West Kirby, Merseyside. £250 – A.E. Fowkes, Birmingham. £100 – R. Fry, Sheffield; Mr Larson, Plymouth, Devon; H.B. Burton, Lockerbie, Dumfriesshire; R. Jarrett, Swanley, Kent; G.M. Allchurch, Oswestry, Salop. £50 – A. Feast, Oxted, Surrey; Mrs J. Higham, Liverpool; F.O. Sheppard, Pembroke Dock; Mrs A. Jennings, Yarmouth, Isle of Wight; D.B. Locke, Southampton.

• In the past a list of prize winners has been published in the Daily Telegraph. This has been discontinued and anyone wishing to receive a list of winners should now write to RNLI headquarters, West Quay Road, Poole, Dorset BH15 1HZ.

Donor mystery solved

A mystery was solved recently when one of the RNLI's generous supporters died. During her lifetime she had remained completely unknown to the many charities she supported and nobody in the RNLI, including the crew of the Moelfre lifeboat *Robert and Violet*, which she provided, knew her name.

All correspondence was with her accountant who passed on news of the lifeboat's activities and forwarded a video of the naming ceremony and trials. He also said that the gift of the lifeboat gave his client great pleasure and that she always found the rescue reports of interest.

In her will the lady left a further sum to the RNLI and instructed that her name could be made public. So, to Violet Mary Eveson, of Staffordshire, we are now able to express our very grateful thanks.

Obituaries

With deep regret we record the following deaths:

AUGUST 1993

Dermot Walsh, coxswain of Valentia lifeboat from 1969 to 1982. He joined the crew in 1949 and served as second coxswain from 1964 until his appointment as coxswain. He was awarded a Silver medal in 1970.

Mrs Margaret Johnson, vice president of Honley & Brockholes branch since 1988. She first joined the committee in 1963 and was elected secretary in 1968, a post she filled until 1987. Mrs Johnson was awarded a Silver badge in 1984.

SEPTEMBER 1993

Sir Owen Aisher, donor of the relief Tyne class lifeboat *Owen and Ann Aisher*.

Charles Byrne, coxswain of Wicklow lifeboat from 1968 to 1976. Having joined the crew prior to 1932 he served as assistant mechanic from 1950 to 1953 and as second coxswain from 1953 to 1968.

OCTOBER 1993

Arthur Hall, treasurer of Benton ladies' guild from 1981.

NOVEMBER 1993

Robert Barr OBE, whose charitable trust funded the St Abbs Atlantic 21 lifeboat *Dorothy and Katherine Barr*.

Gilbert Reid, coxswain of Thurso lifeboat from 1967 to 1974. He first joined the crew in 1945.

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:

Aberdeen – Crew members D.S.

Bennett, J.E. Corstorphine

Angle – Second coxswain J.R. Rees

Arklow – Crew member J.V. Tyrrell

Bangor – Crew member M. Lindsay

Beaumaris – Crew member J.G.L. Parry

Courtmasherry Harbour – Second

coxswain D.P.L. O'Dwyer

Douglas – Mechanic J.B. Sayle

Eyemouth – Assistant second coxswain/assistant mechanic J.A. Dougal

Fowey – Coxswain mechanic M.J.K.

Stuart

Hastings – Crew member G.J. Furness

Holyhead – Second coxswain T.B.

Thomson

Kinghorn – Crew member F. Boston

Moelfre – Crew members E. Jones, V.

Owen, G. Williams

Newhaven – Second coxswain A.T.

Boyle

Newquay – Crew member G.E.

Eglinton

North Sunderland – Mechanic G.A.

Hogg

Porthdinllaen – Crew member M.J.

Deane

Portpatrick – Coxswain mechanic

R.D.C. Erskine

Selsey – Crew member M.J. Rudwick

St Helier – Deputy second coxswain/

mechanic W. Hibbs

Troon – Coxswain mechanic I.J.

Johnson

Tynemouth – Assistant mechanic G.

Cowan

On Station

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

ALL-WEATHER

Arbroath – Mersey 12-35 (ON 1194) *Inchcape* on 26 August 1993.

Girvan – Mersey 12-37 (ON 1196)

Sylvia Burrell on 29 August 1993.

Newcastle Co. Down – Mersey 12-

29 (ON 1188) *Eleanor and Bryant*

Girling on 8 September 1993.

INSHORE

Morecambe – D440 *Brenda Reed* on

5 May 1993

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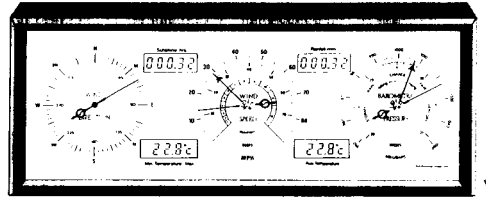
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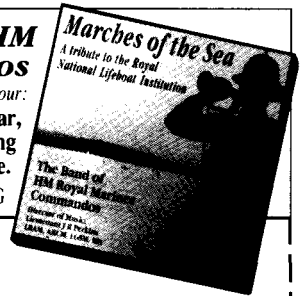
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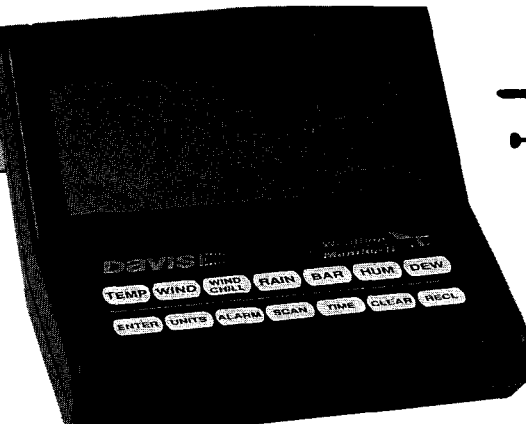
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