



The Lifeguard

Spring 1994

Lifeguard communications

Backing the volunteers

Bronze Medal Services



LIFEGUARD STATIONS AND
MUSEUMS GUIDE
INSIDE

Last year, legacies helped us launch over 5,000 times



Isn't that worth remembering?

As a voluntary organisation, we rely on your generosity to launch our rescue missions and help bring our lifeboat crews safely home.

Last year, legacies funded over 60% of the RNLI's income.

Providing our courageous volunteers with a vital lifeline of lifeboats, equipment and protective clothing.

As a result over 1,000 lives were saved.

We certainly think that's something to remember



If you would like more information about leaving a legacy to the RNLI (including our recommended wording), please contact: Mr Anthony Oliver, Dept. CFRL41, RNLI West Quay Road, Poole, Dorset BH15 1HZ.

Lifeboat



Royal National
Lifeboat
Institution
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COVER PICTURE by Richard Price

The first Trent class to go on service, 14-01 *Earl and Countess Mountbatten of Burma*, pictured during her crew training course shortly before leaving for her station. She is exercising a high wire stretcher transfer with a Navy Sea King helicopter from 772 Squadron, Portland.

Next Issue: The Summer issue of THE LIFEBOAT will appear in July 1994, and news items should be received by 16 May 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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NEWSPPOINT

It is unfortunate that an historic milestone in saving life at sea – the completion of the fast lifeboat programme – should have been soured by press reports which gave the impression that seamanship was now of less value than technical ability.

An article in the Daily Telegraph of 31 January caused the biggest stir among RNLI supporters as it gave an impression, wholly falsely, that the RNLI now spurns good sea-going experience in favour of technical know-how.

In the past two years 15 stations have received new-generation boats, and 14 of their coxswains and crews have embraced wholeheartedly the need to build on their traditional, and irreplaceable, skills by adapting to new equipment which further enhances the ability of a lifeboat to save lives.

At the 15th station, Aldeburgh, just three members – from a crew-list of 20 – declined to join the new boat. Yet the events at this single station are being held in some way to illustrate that supreme seamanship and boat-handling are secondary to being able to operate modern electronics.

In case there should be the slightest doubt in any one's mind we reiterate: that view is utter nonsense.

A coxswain's ability at sea, and that of his crew, is the prime requirement. That they should be adaptable enough to make full use of equipment provided to save even more lives ever more efficiently is also important, as it has been since sails and oars gave way to diesel engines.

Such seamanship and adaptability seems to be innate in all crews, and it is all the more regrettable that impressions should be given to the contrary.

CBE for RNLI's Director

Lt Cdr Brian Miles, the Director of the RNLI, was awarded a CBE in the New Year's honours list in recognition of his service to the Institution.

Cdr Miles joined the RNLI in 1964 as Assistant Inspector of Lifeboats in Scotland following 10 years with the P&O Shipping Company – initially as a Cadet and then as a deck officer, mainly in passenger liners.

In 1967 he was appointed



Inspector of Lifeboats in Scotland and then, from 1970 to 1973, in Ireland.

Moving to RNLI headquarters in 1973 he was appointed Executive Assistant to the Director and became Staff Officer Operations in 1978.

Cdr Miles became Deputy Director in 1982 and was then appointed Director in 1988 – the first Director to be appointed from within the Institution.

•Cdr Miles was made a Freeman of the City of London in a ceremony on 16 December 1993.

New Station, more ILBs

The Institution is to open a new inshore lifeboat station at Rock, on the Camel Estuary in Cornwall, for evaluation during the summer season.

The station will operate a D class inflatable lifeboat within the estuary in response to an increasing number of incidents in the area.

The all-weather lifeboat station at Padstow is close geographically but is outside the Doom Bar at the entrance to the shallow River Camel.

D class inflatables are also to be introduced at two more stations which previously operated only an all-weather lifeboat. One will join Sennen Cove's Mersey class at the Cornish slipway-launched station and the other will complement the slipway-launched Tyne class at Angle in Dyfed. Both will be evaluated over the 1994 summer season.

In addition the D class lifeboats at Sunderland and Looe (Cornwall) will now have their seasons extended to become operational all-year-round.

Winter accommodation has been found for the Looe lifeboat for 1993/1994 but operation next winter will depend upon the availability of suitable accommodation at that time.

Whisky Galore

Once again the generosity of an American benefactor has enabled a wee dram to be dispensed at selected lifeboat stations.

To be scrupulously fair the stations which benefit are chosen in round-the-coast fashion and this year it is the turn of 29 lifeboat stations in Scotland and the North of England.

Each year for the past few years Mr J.P. Young of San Francisco has made funds available for the purpose, and five bottles have been despatched to each of the 29 stations to keep away the chill.

First Atlantic 75s on station

The first of the Institution's new Atlantic 75 rigid inflatable lifeboats to enter service, B702 *Manchester Unity of Oddfellows*, arrived at Sheringham on 29 January, with Flamborough's new boat, B703 *Jason Logg*, following shortly after on 16 February.

Two new appeals

Two major appeals have been announced, to fund new all-weather lifeboats at Humber and Dover.

The North East appeal, which began on 10 February, will last two years and involve branches and guilds throughout the whole region from Berwick on Tweed to Nottingham. It aims to raise the

cost of a new £1.35m Severn class for Humber lifeboat station.

The City of London appeal was launched by the Duke of Kent on 8 February who announced that the City of London branch aimed to raise the whole cost of a Severn for Dover, to be called *City of London II*.

Lifeboat adds to Buckie attractions

The former Anstruther lifeboat – the Oakley class *The Doctors* – will become the centrepiece of a heritage centre at Buckie called the Buckie Drifter.

The lifeboat was due to have been displayed beside the entrance, but changes to the building meant that this was impossible – so she will

now be the centrepiece, on ground alongside the centre.

The Buckie Drifter Heritage Centre turns back the clock to the town's days as a flourishing herring port and will be opened by Magnus Magnusson – chairman of Scottish Natural Heritage – on 16 June.



Service

The annual commemorative service for Sir William Hillary, the Institution's founder, was held at St George's Church, Douglas, Isle of Man on 9 January 1994.

Award

Following refurbishment carried out by the RNLI, Great Yarmouth and Gorleston lifeboat house has won the 1993 Heritage Award from Great Yarmouth Preservation Trust.

The judges were impressed by 'the quality of both the internal and external work' at the Riverside Road site in Gorleston.

Contribution

Duckhams Oils are continuing their support for the RNLI, which goes back many years.

The company will credit the Institution's oil account with £16,000 in 1994.

Massive response to 'Blue Peter' appeal

BBC TV's 'Blue Peter' programme has been a stalwart supporter of the RNLI for nearly 30 years and few readers – especially those with children – will have failed to notice their recent 'Pieces of Eight' appeal to replace the six *Blue Peter* lifeboats.

The 'booty' was sent via a Freepost address (courtesy of the Post Office) to a warehouse in Ringwood where volunteers sorted it into various categories for sale at auction.

The first auction, on 22 January, raised nearly £34,000 and the second, on 26 February, raised another £65,000.

Auctions will continue to be held in Ringwood until the vast stock is cleared and the dates planned so far are: 8 April, 15 April (specialist sale, mostly gold/silver), 30 April, 21 May. Another auction will be held at Phillips, Bond Street



Potential buyers sift through some of the enormous number of lots at the second 'Blue Peter Pieces of Eight' auction at Ringwood. Some idea of the immense quantity still to be sold can be gained from the parcels stacked on the shelves and awaiting sorting.

on 27 May.

More than 1.5m parcels have been received so far, with the largest daily delivery nearly 9,500! The flow has subsided since Freepost ended, but around 500 parcels

a week are still arriving.

Sorting continues with help from Phillips consultant Christopher Hawkings, several of Phillips expert staff, Roy Norgrove (until recently organiser of the jewellery appeal) and Jack Murray a retired jeweller who lives locally.

The appeal far surpassed the target of six inshore lifeboats and was extended to include a Trent!

Scottish theme at London Boat Show

The RNLI's stand at the London Boat Show at Earls Court in January was a resounding success – due to hard work by many volunteers and staff and to the excellent pool-side position.

The stand was part of the Scottish theme in the central area around the pool, and echoed Tobermory lifeboat house with an alongside berth for an Atlantic 75. The lifeboat gave regular righting demonstrations for the benefit of the visitors, which attracted large crowds.

Attendance at the show was down slightly on previous years, but the RNLI's receipts were up substantially.

Collecting boxes – many in the hands of the stalwart Chelsea Pensioners – took more than £15,700 (up 11% on 1993), souvenir sales were up 30% at almost £21,000 and membership receipts were also up, by nearly 75% at more than £16,600. Only receipts from lottery tickets showed a



Winners of the RNLI's Public Relations Awards on the central jetty at the London Boat Show after their presentation by Libby Purves – writer and member of the Public Relations Committee. From left to right, front row, Julian Ware (Central TV), Frank Smith (coxswain, Salcombe lifeboat), Libby Purves and Brian Hitchen (Daily Star).

slight fall on 1993, down just over 3% at £11,785.

Several distinguished visitors called at the stand, including Princess Anne.

Once again the show provided an ideal opportunity to present the Institution's Public Relations awards, to honour individuals and companies which had helped spread awareness of the RNLI in 1993.

Salcombe lifeboat station received the special effort by an individual or group award, for its inestimable help in the filming of Central TV's documentary 'Lifeboat'; Central TV received the broadside media award for the same series and The Daily Star received the print media award for its publicity during the pre-budget VAT campaign.

Obituaries

With great regret we record the death of two Life Vice Presidents of the Institution and a noted Honorary Life Governor.

Surgeon Captain F.W. Baskerville was elected to the Committee of Management in 1964 and was appointed a Vice President in 1974. He became a Life Vice President in 1985.

The Marquis of Normanby was elected to the Committee of Management in 1972. He became a Vice President in 1984 and was elected Life Vice President in 1987.

Captain Hans Hansson was formerly Director and then Chairman of the Swedish Lifeboat Service. He was made an Honorary Life Governor of the RNLI in 1972.

Lifeboat Services



VERY LITTLE SEAROOM AND FUEL OIL ON THE DECKS

Two services in eight days to factory ships - 40 men saved

The joint second coxswain of the Lerwick lifeboat, William Clark, has achieved the rare distinction of being awarded the RNLI's Bronze Medal and also the Thanks of the Institution Inscribed on Vellum following two services in a period of eight days during November 1993 - both to Russian factory ships.

The first service, in the early hours of 9 November 1993, earned William Clark his Thanks on Vellum when the Lerwick lifeboat *Soldian* was launched to the Latvian trawler *Lunhods 1*, ashore on rocks near Kirkabister Light. Three survivors were snatched to safety from a liferaft just minutes before it would have been driven ashore onto rocks.

The Bronze Medal followed *Soldian's* service to the factory trawler *Borodinskoye Polye* on the night of 17/18 November. The casualty was ashore on Unicorn reef with 73 people aboard, and despite fuel oil pouring on to the lifeboat's decks William Clark approached the casualty 35 times to rescue 37 people.

Vellum Service Certificates have been awarded to joint second coxswain/assistant mechanic Peter Thomson and crew members Dennis Geldard, Robert Wiseman, Richard Simpson, Iain Tulloch and Ian Fraser for their involvement in the first service. Peter Thomson and crew members Robert Wiseman, Richard Simpson, Theodore Nicholson and Ian Fraser have been awarded the Thanks of the Institution on Vellum for their involvement in the second.

Right decisions

In his official report John Caldwell, the inspector of lifeboats for Scotland, said: 'Joint second coxswain William Clark made all the right decisions in extremely difficult conditions on both rescues'

The Vellum-winning service began at 0230 on 9 November 1993, when Shetland coastguard received reports that the Latvian registered factory trawler *Lunohods 1* had run ashore on rocks south of Kirkabister Light at the entrance to Bressay Sound.

Bronze Medal



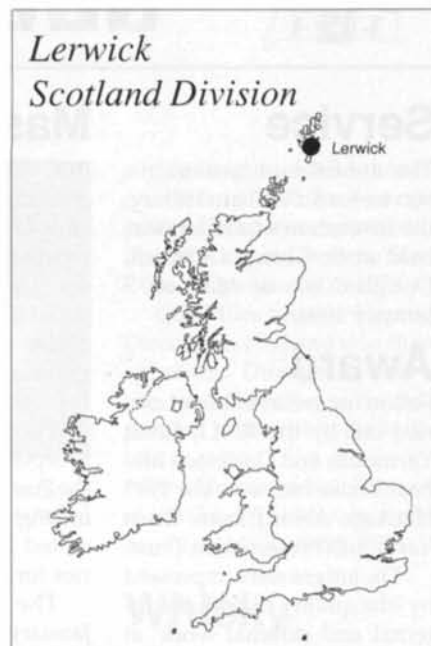
Thanks on Vellum

Ten minutes later Lerwick's Arun class lifeboat *Soldian* cast off under the command of joint second coxswain Peter Thomson, but because of the weather and the nature of the service he decided to cross Lerwick Harbour and collect joint second coxswain William Clark from the Maryfield Ferry Terminal on Bressay. Five minutes later the lifeboat left the terminal with William Clark in command.

A southerly Severe Gale Force 9 was gusting to Storm Force 10, and visibility was reducing to a mile in heavy rain squalls. Not surprisingly the sea was rough with a heavy swell.

The lifeboat reached the factory ship in fifteen minutes to find her aground by the stern and beam-on to seas breaking over her decks. The Lerwick Harbour Trust Vessel *Knab* had fired a rocket line aboard, but the crew had not pulled it aboard *Lunohods 1*.

A coastguard helicopter could not get close to the casualty because of severe turbulence from nearby cliffs. There was nothing more that *Knab* could do, so she



cut the rocket line. The Coastguard asked the lifeboat to go alongside the casualty, but joint second coxswain Clark considered it too dangerous in the conditions and so close to the rocks. Just before 0400 the casualty's bows began to swing and sink, leaving the stern firmly aground on the rocks.

Feeling the movement the crew of *Lunohods 1* launched their liferafts, but the change in position also enabled the helicopter to move in and begin winching off the survivors.

Liferaft

A liferaft containing three men broke away from the casualty and drifted towards the rocks at Lourie's Stane, so the lifeboat moved in to save them. Contact was made on the second attempt, and the men managed to grab the starboard bow as the raft drifted away. Two were quickly pulled aboard, but the third was exhausted and, weighed down by his clothing, began to slip into the sea.

The lifeboat was now only 150m from the shore, and on the edge of white water breaking on the rocks. The crew managed to pass a rope round the shoulders of the third survivor and, with a tremendous effort, brought him aboard. The lifeboat had not dared use her engines for fear of washing the survivor off the bow, but once he was on board she powered away from the rocks.

Meanwhile a second liferaft had been swept away by the seas and wind and became jammed on rocks at Ouloss Geo. A survivor jumped into the sea and was thrown onto a large rock at the base of the cliffs. Amazingly he was not seriously injured and was lifted to safety by a cliff rescue team.

The helicopter had now winched 25

survivors to safety and William Clark moved close in towards the casualty again, reporting that two liferafts alongside the ship were apparently empty.

One of the survivors from the liferaft, now on board the lifeboat, was complaining of chest pains, so it was decided to transfer him to an RAF helicopter from Lossiemouth which had arrived on scene.

The helicopter made several attempts to get into position, without success, so William Clark made the decision to abandon the attempt and return to Lerwick.

Landed

HMS Leeds Castle took over stand-by duty and *Soldian* landed the three survivors at Lerwick at 0520 – crew member Ian Fraser taking Dennis Geldard's place aboard while she was in harbour. The *Arun* was back on the scene 15 minutes later, by which time the coastguard helicopter had made a second run and airlifted a further 31 survivors to safety.

The two liferafts which had been alongside the casualty had disappeared, and because of language difficulties it was difficult to confirm that everyone had been accounted for. The lifeboat stood by until just before 0700, then sheltered in Lerwick Harbour for an hour on full alert until all casualties were accounted for.

In his report John Caldwell, the inspector of lifeboats for Scotland commented that William Clark's excellent local knowledge, courage and exceptional seamanship made it possible for his crew to recover the three survivors from the liferaft minutes before it would have been driven ashore.

Just eight days later *Soldian* was once again at sea on service to another factory ship in severe weather. At 2310 on Wednesday 17 November the Kaliningrad-registered factory trawler *Borodinskoye Polye* went ashore on the Unicorn reef in the northern approaches to Lerwick. The Coastguard requested an immediate launch, and by 2325 the lifeboat was underway in a south-westerly Gale Force 8, occasionally gusting to Storm Force 10. Visibility was very poor and seas up to 16ft high were running near the casualty.



Lunhods I wedged firmly into the rocks south of Kirkabister Light at the entrance to Bressay Sound. It was dark and blowing Force 10 when *Soldian* went to her rescue

Once again joint second coxswain Peter Thomson took the lifeboat from her moorings and collected joint second coxswain Clark from the Maryfield Ferry Terminal before proceeding at full speed towards the casualty.

When *Soldian* arrived the 3,985 tonne vessel was aground and beam-to the sea, her bows rolling and pitching on the rocks. The pilot vessels *Kebister* and *Knab* were already securing tow lines and a helicopter was preparing to winch survivors to safety. However the Coastguard informed the lifeboat that there were 74 people on board, and asked them to help evacuate survivors.

Just after 2400 the lifeboat began an approach to leeward of the casualty, even though there was very little room between the ship and the shallowest part of the reef. William Clark had to keep the lifeboat so close to the violently rolling casualty that a large fender hanging from the ship struck the *Arun*, damaging the aerials, guard rails and the Y boat ramp.

Despite the damage the lifeboat continued her approach to a jumping ladder rigged just aft of amidships on the casualty. The ladder ended some 30ft above the water of the casualty, and the lifeboat was rising and falling up to 20ft in the heavy swell alongside.

Every time the lifeboat's upper steering position came level the *Arun* was driven in close and the crew plucked one survivor at a time from the ladder. While this difficult manoeuvre was taking place

fuel oil was spraying over the deck of the lifeboat from the casualty's ruptured tanks. The deck was extremely slippery and hazardous and all crew members were needed on deck to help the survivors safely to the wheelhouse and forward cabin.

By now the tugs had secured tow lines and were trying to refloat the stricken vessel, but this proved impossible in the conditions and the attempt was abandoned.

Soldian continued to dive alongside and take off survivors one by one, but on one attempt two survivors fell into the sea as she approached. William Clark went hard astern and his quick reactions saved them from being crushed between the two vessels. One survivor made it to the ladder and was hauled aboard the lifeboat while the other was pulled back aboard the casualty.

By 0120, after 35 difficult approaches, the lifeboat had 37 survivors on board, the helicopter had landed 18 and was on its second winching mission. 73 people were accounted for and, after a 20 minute delay, the 74th was discovered to have been transferred to another vessel earlier in the day. With all survivors safe the lifeboat returned to Lerwick, landing the 37 men at 0200.

The damage to the lifeboat included port guard rails, the Y boat ramp, satellite and Decca navigation system aerials and minor damage to the mast, but she was ready for service again by 0230. Temporary repairs were carried out and by 0930 only the Decca was out of action.

In his report the inspector of lifeboats for Scotland remarked that joint second coxswain William Clark had taken the lifeboat alongside the casualty 35 times in just over an hour, even though the lifeboat was damaged on its first approach and there was very little room for manoeuvre. He also praised the crew for their skill and dexterity in working on the slippery lifeboat deck while being sprayed with fuel and seawater and for coping with 37 survivors.



Lerwick's Arun class lifeboat *Soldian*, pictured here putting to sea on an earlier service. Winds up to Storm Force 10 were experienced in the services featured in this report.

WORST CONDITIONS EVER EXPERIENCED BY CROMER CREW

Three saved from yacht after long tow by Tyne in Storm Force winds

Cromer lifeboat coxswain Richard Davies has been awarded the RNLI's Bronze Medal following the rescue of five people aboard the 30ft yacht *Happy Bear* off Cromer, Norfolk on the evening of Wednesday 13 October 1993.

Despite Storm Force winds and the worst sea conditions ever experienced by the Cromer crew, the casualty was taken in tow and boat and crew brought to safety in Great Yarmouth.

In his official report Tim Harrison, the deputy inspector of lifeboats for the eastern division said: 'The launch was the roughest the station had experienced in the 30 years the coxswain had been involved.'

For their part in the rescue second coxswain William Davies, mechanic Paul Wegg, crew members Robert Brownsell, Gary Humphrey and Paul Jeffries, and head launcher John Lee will receive bronze medal service certificates.

Scanner

During the afternoon of Wednesday 13 October 1993 one of Cromer lifeboat crew's radio scanner picked up a call for help from the 30ft Kingfisher class yacht *Happy Bear*. He telephoned the coastguard who requested an immediate launch and by 1520 Cromer's 47ft Tyne class lifeboat *Ruby and Arthur Reed II* was ready to launch with Coxswain Richard Davies in command.

An onshore wind, ENE at 55 knots (Force 10), was creating a sea so rough that it reached up to the lifeboat station doors.

Coxswain Davies had to choose precisely the right moment to give the signal to slip, and even then the lifeboat was completely buried by the seas when she launched and frequently disappeared from view as she clawed her way seaward.

Contact

The lifeboat headed ENE – straight into weather which was so rough that it was some time before it was safe enough for anyone to go on deck to raise the aerials and try to contact the yacht. It proved impossible to run at full speed, and at times the lifeboat became airborne over the waves before crashing heavily into the troughs.

Radio contact was established with the yacht at 1545 when the lifeboat was about three or four miles out and, using the VHF direction finder, the lifeboat altered course to the south east towards her. The sea was now almost on the beam, and with the coxswain at the helm the



'The sea was so rough that it reached the lifeboat station doors'

lifeboat increased to full speed, with the second coxswain manning the throttles and warning of particularly large waves. Several times the lifeboat had to be squared-up to the appalling sea conditions before resuming her course.

The casualty was spotted at 1557, only about a mile off the lee shore at Trimmingham. She was heading south east with only a storm jib set and the engine running – although the gearbox would not engage properly in forward gear. She was in great difficulty and being tossed around violently by heavy breaking seas in the shallow water. The skipper, in foul-weather gear and lifejacket, was hanging on as best he could, with his four-man crew below deck.

The wind was still at Gale Force, with poor visibility, a huge breaking sea and a



storm-induced south-easterly stream of 3 to 4 knots.

Coxswain Davies considered it dangerous to approach the casualty without causing her serious damage and so he asked the skipper to maintain his course while the lifeboat took up station astern and to windward. The only sheltered harbour within reach on this shallow lee shore was Yarmouth, more than 20 miles away to the south. Heading downwind and downstream the casualty was making 6 to 7 knots over the ground, but by 1657 daylight was fading and her gearbox problem was becoming worse.

As they were now in the relatively deeper water off Bacton, the coxswain decided it was safe and timely for a tow line to be passed. The lifeboat came in on the casualty's weather beam and briefly came up into the sea as the tow line was passed and made fast. At 1707 the Tyne was able to set a course slightly offshore to clear shoals off Happisburgh, and then more to the south towards Great Yarmouth, with the casualty in tow. The conditions during the long tow were very difficult and on one occasion the yacht broached completely, lifeboat and the yacht ending up stern-to-stern. Another large sea broke over the yacht, leaving just her skipper's head visible above the water.

Jumped

By 1800 the weather had begun to ease slightly – although it was still gusting to Force 9 with 20ft seas – and the yacht's skipper was worried about taking the casualty into Great Yarmouth. By shortening the tow and going astern the yacht was brought close to leeward of the lifeboat and, in complete darkness, second coxswain William Davies jumped across and took the yacht's helm. At 1857 the lifeboat entered Yarmouth and made fast alongside the Town Quay at 1938.

It was not until Monday 18 October, five days later, that conditions moderated enough for the lifeboat to return to Cromer for rehousing.

D class inflatable saves two from lee shore in near gale

Helmsman Alan Attrill of Bembridge inshore lifeboat has been accorded the RNLI's Thanks on Vellum following the rescue last August of three people from a yacht aground on Bembridge Ledge in darkness, rough seas and near-gale Force 7 winds.

Alan Attrill was praised in the official report of the rescue for his 'skill and excellent seamanship' after he had taken the 16ft inflatable lifeboat through breaking seas into shallow rock-strewn water to allow the survivors to scramble aboard the lifeboat. The report of the incident by Colin Williams, deputy inspector of lifeboats for the south division, concluded: 'This rescue was carried out in very rough conditions on a lee shore in total darkness. Helmsman Attrill's extensive local knowledge of the Bembridge Ledge rocks allowed the inshore lifeboat to be used to best advantage.'

For their part in the rescue, the lifeboat's other two crew members, Geoffrey Attrill and Graeme White are to be presented with Vellum Service Certificates.

During the evening of 11 August 1993 the 30ft yacht *Bari* with three people aboard was on passage from France to the Eastern Solent when she grounded on the Bembridge Ledge, half-a-mile south of Bembridge lifeboat station. *Bari's* crew reported to Solent Coastguard by radio that she had been holed and was taking water.

A SSW Force 7 wind was creating a rough sea on the ledge, and the tide was beginning to rise.

Thanks on Vellum

The yacht's navigation lights could be seen from the lifeboat station and it was obvious that the all-weather Tyne class lifeboat could not reach the yacht among the rocks of Bembridge Ledge, so it was decided to take off the yacht's crew with the 16ft D class inshore lifeboat – with the crew of the all-weather lifeboat at immediate readiness to launch.

At 2311 the inshore lifeboat was launched under the command of helmsman Alan Attrill, assisted by crew members Geoffrey Attrill and Graeme White and headed for the casualty at the best speed possible in the roughening conditions, with the lifeboat crew's visibility hindered by constant spray over the bow.

Helmsman Attrill took a route which kept well clear of the broken water and rough seas on the ledge and, on approaching the scene asked the coastguard ashore to train their searchlight on the yacht so that they could make her out in the darkness and spray.

The yacht was stern to the seas in an



area of white water on the ledge, and Helmsman Attrill was anxious to take off the crew as quickly as possible as the rising tide would allow the wind to drive the yacht further onto the ledge.

The yacht's crew were told by radio that the lifeboat could only make one attempt to get alongside, as the helmsman was worried that the yacht might be thrown into the lifeboat.

In readiness for the actual approach the searchlight ashore was switched off, to avoid dazzling the lifeboat crew and, with the yacht's navigation lights in sight, at 2332 her crew radioed that they were ready to come off.

There was approximately 1m of water on the ledge near the yacht, with a moderate swell and a confused sea created by the Force 7 SSW wind meeting the tide. The sky was heavily overcast, and in the darkness the helmsman had difficulty seeing approaching breaking seas at the edge of the ledge.

When all was ready the lifeboat entered the surf heading towards the yacht's position, some 150m onto the ledge, but while the lifeboat was approaching the yacht's navigation lights went out and the final approach had to be made in total darkness.

With some difficulty the lifeboat's port side was placed alongside the yacht's starboard side and, again with some difficulty, crew member Geoffrey Attrill held her there while the three yachtsmen clambered into the lifeboat. Once they were safely aboard, Helmsman Attrill manoeuvred the D class astern from the shallow water and then turned the lifeboat head-to-sea to break clear the surf before she could be turned north, running before the sea back towards the lifeboat station. Passage was made safely back to the all-weather lifeboat's slipway where the three survivors were landed at 2338.

The yacht was subsequently swept further onto the ledge and sank some 300m from where she had originally grounded.

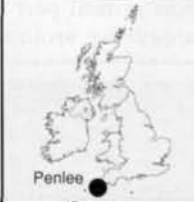

International assistance from Westcountry lifeboat

Penlee's relief Arun class *A.J.R.* and *L.G. Uridge* is pictured with two casualties, dealt with in a two-week period. The lifeboat is pictured preparing to take an injured man off a 120ft Spanish trawler in the sheltered waters of Mounts Bay. The man was believed to have a broken rib and two doctors went out to the casualty.

In the background is the Ukrainian cargo ship *Kaptain Dzhurashovich* which the lifeboat had escorted to safety some two weeks earlier when she developed a 25° list after her cargo shifted. The crew were trying to correct the list at the time by shifting her cargo of flourospar and bran by hand.

Photo Timothy Stevens

Penlee South Division

CREW MEMBER SPENDS THREE HOURS ON UPTURNED HULL

Crew saved after long and difficult service to capsized trimaran

Yarmouth's *Arun Joy and John Wade* was involved in a service on 11 December 1993 which made headlines in the national press. The lifeboat had spent nearly five hours at sea – with a crew member hanging on to an upturned trimaran for three hours – to rescue a woman trapped inside the casualty.

The trimaran *Triharda* had been on passage from Poole to Chichester with three people on board when she capsized in rough seas west of the Needles at 1330. One of the crew (a 27-year-old woman) was trapped in the main hull and the others were clinging to the hull.

At 1608 the station received an urgent request to launch and the lifeboat left Yarmouth at 1617 reaching the casualty about 30 minutes later. A Navy helicopter, with a diver on board arrived at approximately the same time.

The Arun's Y boat was launched with crew members John Hinton and Myles Mence aboard, and Mence joined the Navy diver already aboard the casualty taking a hand-held VHF radio.

The woman was trapped, and although it was possible to talk to her through the hull the diver felt it would be very difficult to get her out in the rough conditions.

The information was passed to coxswain Dave Kennett, who decided not to break into the hull for fear of reducing the size of the air pocket, with possible dangerous consequences. The only option was to tow the casualty into calm water.

Securing the line to a capsized trimaran in such conditions was no easy matter, but nevertheless the tow was underway by 1705 and one of the other

The trimaran *Triharda* in Yarmouth harbour after her recovery and righting with the Arun class *Joy and John Wade* in the background. The damage to the tri was not so extensive as the photograph might imply as the outer hulls are designed to fold inwards.

(Photo T.B. Bailey)



survivors was transferred to the lifeboat. The skipper elected to remain with Mence and the diver on the upturned hull.

The tow progressed slowly towards the Needles with the three men clinging to the hull and crew member Mence in contact with the trapped survivor and with the coxswain by radio. The Y boat followed, in case anyone was washed off, anxiously watched by the coxswain who could see that crew member Hinton was having trouble preventing her from being flipped over by seas and wind.

It was dark as the vessels entered the most critical part of the passage – manoeuvring around the Needles light-

house, avoiding being carried into Scratchells Bay and onto the beach, and in the roughest sea.

Passing the Needles without mishap the tow continued in slightly calmer water, but Alum Bay was still too rough and the lifeboat carried on into Totland Bay where she anchored at 1753.

Additional support had already been arranged and a diving team arrived on scene by helicopter at 1808.

An attempt to put Yarmouth's HMA aboard the lifeboat with the Y boat had to be abandoned when her outboard engine was damaged surfing onto the lee shore, so the doctor was lifted onto the lifeboat by helicopter.

The now four-strong diving team quickly got into action. A passage from the main hatch of the trimaran was cleared of wreckage and the survivor given a brief lesson in the use of breathing apparatus. This done she was brought out at 1925 and was lifted by helicopter, with the HMA, and taken to hospital.

Soon after the 3 men who had been on the upturned hull for nearly 3 hours, were also lifted off, the yacht's skipper and crew member Mence being taken to the lifeboat.

Joy and John Wade continued the tow to Yarmouth, with the two remaining survivors aboard, and *Triharda* was eventually secured to the quay in Yarmouth at 2112.



Coaster escort

Another service which made the headlines was carried out by the Hastings and Eastbourne lifeboats on 14 November 1993.

The coaster *Tern* was badly down by the head and in severe difficulties 10 miles off the Sussex coast when the alarm was raised.

Both lifeboats were at sea for a considerable time in Gale Force winds, which gusted considerably higher, standing by while the crew was taken off by helicopter and the skipper, alone on board, fought to beach the vessel safely near Bexhill.

Hastings lifeboat put crew members aboard once *Tern* was aground to help secure her.

The photograph, courtesy RAF Manston,



shows the ship's predicament and the diminutive size of Eastbourne's Mersey class *Royal Thames* when viewed from the air in gale force conditions.

The Voluntary Spirit

Fortunately the age old advice 'never, ever volunteer' is as widely disregarded today as it was in Sir William Hillary's time. **Richard Mann**, the RNLI's Regions Manager, looks at some of the ways that the Institution is adapting to the needs of the voluntary fundraising efforts of the Branches and Guilds

The RNLI is founded on the principle of voluntary contribution, both in kind and financially. Sir William Hillary's call to the nation in 1824 was taken up by volunteer lifeboat crews around the coast who contributed their skills and their time, and it was not long before this volunteer spirit was mirrored among individuals throughout the country who were prepared to offer their time and energy to raise funds for something in which they believed. And so it remains today.

The RNLI can draw on nearly 2,000 fundraising branches and guilds throughout the United Kingdom and the Republic of Ireland

and through the membership of these branches and guilds it can call on thousands of individuals from all walks of life, who offer their talents and experience in pursuit of the RNLI's aim of saving life at sea. Alongside our lifeboat crews our fundraising branches and guilds remain the bedrock of the RNLI.

Although branches and guilds remain active for long periods, some for more than a century, the individuals who constitute them inevitably change. The RNLI must therefore ensure that it responds to the changing views and expectations of this changing membership.

To better understand these needs some 1,500 branch and guild committee members, selected at random, were asked for their views during 1992/1993. Some interesting and useful

'I have sought by every argument to rouse the dormant energies of a brave and a humane people to the rescue of their fellow creatures...'

'It is to be presumed that various parts of the interior of the United Kingdom will furnish considerable funds to the Institution.'

Sir William Hillary 'An Appeal to the British Nation' Douglas, Isle of Man, 28 February 1823

'I am very proud to be associated with the RNLI in a very small way. I admire its high standards in a world which is becoming more mediocre.'

RNLI Branch Committee member, 1993

and achievement. The worst points were harder to identify but there is clearly a 'communal groan' when the time for annual Flag Day and house-to-house collections comes around.

Many branch committee members suggested that much more could be done with young people, especially through educational work in schools and through starting youth groups.

Another interesting finding was that branches and guilds welcome the opportunity to meet in small groups to discuss fundraising methods. Large conferences are still popular but many members felt that there was much more to be gained by discussing mutual problems and opportunities in small groups. Indeed, many felt that it was useful to hear more about the successes, and even the failures, of other branches and guilds.

results emerged, for instance by far the biggest problem facing branches and guilds is the need to recruit new members.

The most effective way of recruiting new members had been found to be by personal contact—talking with friends, neighbours, supporters at RNLI events and the general public. This has been shown to work much better than advertising in local newspapers or on local radio stations.

The best points about branch and guild membership centred on the friendship and sense of shared fun, allied to a strong sense of purpose



The end product. The Tyne class lifeboat *Voluntary Worker* serves in the relief fleet as a constant reminder around the country of the efforts of the volunteer fundraisers.

The lifeboat was named to mark the efforts of volunteers in every region who sold raffle tickets to win a Volvo car – illustrating the ties between the RNLI's traditional voluntary helpers and the use of corporate fundraising.

The Voluntary Spirit continued

One disturbing finding was that many branch members felt they did not have enough information about the RNLI to answer questions from the general public.

Many branches felt that there was much to be gained by closer links with lifeboat stations and that this would be especially useful in helping to generate support and enthusiasm within their own branch.

Branches could become more involved in recruiting RNLI Governors and Shoreline members, but better materials were needed to support this and credit should be given direct to the recruiting branch.

There was concern about the quality of materials available to branches and guilds to support their fundraising.

While it is always interesting to read the results of this kind of research the important question is how will this information be used?

The over-riding message was, perhaps, that the RNLI should communicate better with branches and guilds – for example many members had only a limited knowledge of the fundraising and promotional support materials available to them.

Clearly there is room for improvement, and the Institution has started to work on this improvement in a number of ways.

First, a 'Handbook for Financial Branches and Lifeboat Guilds' has been produced and this provides a useful source of information on a wide range of issues. The handbook contains a constitution for new branches and guilds and which existing ones can adopt if they wish. It gives a clear indication of the role that branch and guild officials fulfil and there is detailed information on insurance, accounting procedures and the law relating to charities. However the main content of the handbook concentrates on ideas for fundraising, the materials which are available to support this and how they can be obtained.

A programme of small conferences and workshops has begun around the country to discuss different fundraising methods. The emphasis is very much on discussion with the chance for people to share their experiences, both good and bad. Area Organisers are closely involved with these conferences.

A major review has been undertaken of fundraising materials – ranging from collecting boxes to display units and these



Stations, fetes, flagdays. They are all potential sources of income and the volunteers respond as they always have done – don the oilskins and go for it!

new materials are already being introduced. One example of this is the mechanical 'slipway launch' collecting box which has been a firm favourite with children for many years. This box was discontinued seven years ago because of the high cost of servicing and replacing it. New technology has allowed another look at this box, undoubtedly one of the most successful fundraising tools ever, and there are plans to re-design it for possible re-introduction in 1995.

In addition Regional Managers are encouraging branches and guilds to make planned visits to lifeboat stations, many of which will be holding open days during 1994. These have already been held very successfully in Wales and it is hoped they will become an annual event around the country.

A major project has been launched to increase awareness of the RNLI among young people and a Youth Promotion Co-ordinator has been appointed to lead it.

These are some of the ways in which the RNLI has tried to respond to the research findings. The feeling which shone through all the completed research questionnaires, however, and a feeling which I have witnessed over and over again as a Regional Manager working with branches and guilds is one of service.

When an individual joins a branch or guild committee they are doing something more than offering support; they are giving something of their own lives in service, a quality which would have been only too well understood by Sir William Hillary.



Members of Uttoxter Ladies' Guild made the most of their local festival by entering a 'float' in the procession. A 'float' was an appropriate name, as they borrowed a publicity inshore lifeboat from their regional office, and the sight of the lifeboat being towed down the high street – around 100 miles from the nearest lifeboat station – apparently caused quite a stir. Certainly enough to win first prize in their class! Publicity lifeboats are just one of the many fundraising tools available to branches and guilds, ranging from bunting to boats and caravans. Regional offices can supply details.

The familiar collecting box is instantly recognisable.



Membership News

Governors • Shoreline • Storm Force

Direct Debits

If you received your journal through the post in one of the new plastic envelopes, you will find a direct debit form printed on the sheet which carried your address label.

We hope that, if you are a Shoreline member, Joint Shoreline members or an Annual Governor, you will consider completing this form for payment of your annual subscription.

It is the most trouble-free way to pay your subscription, and once the direct debit is set up there will be no need to write cheques or send postal orders for payment of your membership renewals in the future.

You are in total control of your bank account, as payments can only be made to the RNLI in line with the amount you have agreed to subscribe.

If membership subscriptions are to be increased, we will write to inform you at least 28 days before your next renewal is due. You will then be able to decide whether or not you wish your membership to continue at the new rate.

A further advantage of direct debits, is that you can deal directly with the RNLI over your payments. If you want these amended or stopped, you need only make one phone call to our Membership Services Office - and we can do it there and then with no fuss. Moreover, due to the minimum amount of administration required for direct debit claims and reduced charges made by the banks, it costs the RNLI significantly less to process these than, say, cheques or credit card payments, ensuring that more of your subscription payment goes directly towards helping the lifeboat crews.

If you would like further information, please do not hesitate to call our Membership Services Office on Poole (0202) 671133.

Membership Pack

A new gift membership pack has just been produced - a colourful pack which contains lots of information about the lifeboat service, including a welcome brochure, car sticker, postcards, a sample of THE LIFEBOAT and more.

Two packs have been designed: one for Shoreline Membership and one for Governorship. At present the packs are being piloted at selected exhibitions - the London Boat Show in January was one - and later in the year it is planned to have the packs available for new members who join through face-to-face recruitment.



A new membership pack has also been prepared for Storm Force, and helped to meet the target of enrolling more than 1,000 new members at the London Boat Show.

The new pack contains a variety of new 'goodies' and proved extremely popular. All current members will receive them on renewal.

Storm Force is set to expand in 1994 and there will be opportunities for many members to attend rallies.

RNLI/National Trust Walks

Make Sunday 5 June a special date in your lifeboat diary - that's when the RNLI joins forces with the National Trust for fundraising fun in a series of country-wide sponsored walks.

These walks have been planned as an enjoyable day out, walking through some of the most spectacular coastal scenery, taking in lifeboat stations and National Trust properties. We are hoping to raise at least £50,000. With your help, £25,000 in sponsorship for the RNLI will provide us with two D class inshore lifeboats, and with a similar amount the National Trust can buy and protect forever a piece of coastline.

The organised walks are approximately 12 miles long, although if you prefer you can go for a sponsored walk of your own choosing of whatever length suits you.

The RNLI/NT walks are planned for:

Northumberland - Craster to Seahouses

Northern Ireland - Newcastle, County Down (circular walk)

Somerset - Dunster Castle to Minehead

Yorkshire - Scarborough to Filey

The Wirral - New Brighton to Heswall

Gower Peninsula - Rhossili to Port Eynon/Horton

Suffolk - Southwold to Dunwich Heath

Kent - Dover to Deal

Berkshire - Thames Path

If you would like to take part in one of the organised walks, or plan to go on a walk of your own choosing, just contact Jennifer Bush at RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ (telephone (0202) 671133 ext 233) for further details.

Complete the entry form, enclose the adult entry fee of £5 and return it to the RNLI. There is no entry fee for children under 16.

You will then be contacted by your particular Walk Co-ordinator who will give you all the information you require. It couldn't be simpler.

Walkers can choose to raise money either for the RNLI, the National Trust, or split their sponsored donation between two of Britain's best-loved charities.

Subscription Increase

The last membership subscription increase was in September 1992 - and, in fact, this was the first increase since 1986.

In order to maintain the value of members' and Governors' contributions to the RNLI and to keep pace with future inflation, it was agreed that there should be regular, small increases thereafter. Rather than burdening you with irregular, substantial increases, it was felt more appropriate to keep pace with inflation and other financial needs through small, biennial increases.

Therefore, a small subscription increase is planned for September 1994 and details will be agreed at the Annual General Meeting in May and announced in the Summer issue of The Lifeboat.

Membership Insignia

After a slight false start we are pleased to announce that the new range of membership insignia is available for purchase from 1 April 1994. Our apologies to those members attending the London Boat Show expecting to see the launch of the new blue and orange design insignia.

Details of the new range will be available soon, and there is an insert in some issues of this journal.

Looking at Lifeboats

With the traditional double-ended lifeboat now replaced by fast lifeboats at every one of the Institution's stations RNLI Naval Architect **Keith Thatcher** takes a look at two of the classes which dominated the Institution's carriage-launch fleet for many years. Both were the product of the innovative R. A. Oakley

To many people the word lifeboat will always conjure up a picture of a long, low craft, pointed at both ends with the crew, open to the elements, crouching behind a small protective screen. Alas, times are changing and with the last Mersey now on station at Aldeburgh (see *THE LIFEBOAT* Winter 1993/94) the age of the traditional boat has passed.

From the days of the *Original* lifeboats have always been pointed at both ends, or 'double-ended'. Relying for propulsion on muscle power and wind, having a pointed stern helped the coxswain remain in control when negotiating big following seas. Even when engines took the place of oars the tradition was maintained as being the best design for the job.

It was only with the advent of faster boats and semi-planing hulls that things had to change. We have already looked at the development of these faster boats, from the *Waveney* through to the *Arun* and *Tyne*, but many consider the modern self-righting lifeboat to have originated from the ideas of one man, the Institution's naval architect R.A. Oakley.

Self-righting

Following the Second World War lifeboat designs fell into two distinct groups, the large slipway launched *Watson* and *Barnett* class boats and the smaller carriage-launched *Liverpool* and *Self-Righting* classes. None of the larger boats, nor the *Liverpool*, would self-right but relied on having very good, upright stability which allowed them to be rolled well beyond 90° before capsizing. Only the 35ft 6in *Self-Righter* had the ability to save itself but, because of low upright stability, it was not well liked.

None of the smaller boats offered much crew protection and lifeboatmen felt that their chances of survival if thrown into the sea, especially in winter, were not great. Having a self-righting boat was almost irrelevant under the circumstances.

The *Oakley 37* changed all that. By employing a combination of offset buoyancy and an opposing offset weight R.A. Oakley developed a boat which had excellent upright stability whilst still

having the ability to self-right from any angle. (Model tests carried out using models of the *Liverpool*, the best small boat then in service, and the *Oakley 37* showed a resistance to capsize of the new design significantly better than the *Liverpool*.)

Since the majority of the smaller boats were, and still are, launched from a carriage off an open beach, overall weight was a problem. To keep the boat as light as possible and still provide a good solid working platform when afloat, a self-flooding and emptying water ballast tank was fitted into the bottom. This added 1 1/4 tons of weight where it could do the most good. This water ballast also formed the righting weight. The actual method of righting is described and shown in the sketches. It will be noticed, however, that the *Oakley 37* always rights the same way. If capsized to starboard she turns through 360°, if to port through only 180°.

Re-design

The first *Oakley 37* (ON 942) entered service at Scarborough in 1958 and despite a number of changes, continued in service until 1993, surely something of a record. She was followed in fairly quick succession by a total of 26 *Oakley 37*'s, the last being built in 1971. All maintained the traditional lifeboat profile – open cockpit for crew and survivors, end boxes and small engine casing.

In 1972 it was decided to re-design the boat with a larger superstructure to provide self-righting without resorting to the water ballast system, and to offer more crew comfort in the form of a wheelhouse. With the hull lengthened 6in at the bow this



Richard Oakley OBE FRINA. He joined the RNLI in 1928, retired in 1966, and died in March 1988.



Initially the 37ft *Oakley* had a completely open cockpit (left, below) but the class was later equipped with a folding wheelshelter (below, right) to provide protection. Radar was also added, the scanner folding down into the forward cockpit. Both structures needed to fold to enable the boats to fit existing boathouses.

the Oakley and Rother



The Rother *James Cable*, last of the class to be withdrawn from Aldeburgh in late 1993, shows the differences between this class and the earlier Oakleys.

new boat was named the Rother class. The greatest obvious difference in the profile is the long, almost full length watertight casing which stretches from the fore buoyancy chamber to the aft end of the engine room and, for the first time in a small boat, provided a watertight dry survivor cabin. The wheelhouse was fitted with a buoyant roof to aid righting but was still open at the rear. This would eventually be enclosed by a clear plastic screen and, as part of the design, there was a radar scanner fitted, something not available when the Oakley 37 was built.

In 1982 it was decided to provide the Oakley 37 with more modern crew protection (they were all open cockpit with just a small windscreen to keep the spray off). As boathouse height is a prime consideration for any carriage boat, there could be no fixed structure above the existing casing top. A folding wheelhouse was therefore designed and fitted to a trial boat. It was an instant success and soon the whole fleet had been converted. The change made the Oakley slightly resemble the Rother but there was one major difference.

Under continued pressure from their crews the Oakley had eventually been fitted with radar on a tripod mast at the forward

end of the engine casing. This was designed to hinge forward into the survivor cockpit but the need to manhandle the structure severely limited the size of scanner it could carry. The new lightweight, and predominantly plywood, wheelhouse could not take the weight of a folding radar bracket on the roof, as on the Rother, so the radar had to remain in its original position.

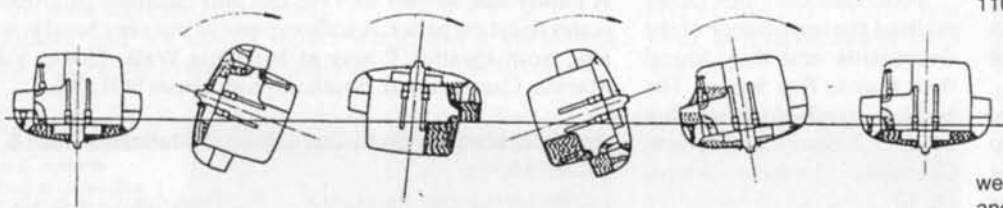
And so they remained until the end, the concept of the design basically unchanged and just as effective in the 1990s as they had been in 1958. It was only because the quest for more speed, and the Institution's commitment to an all fast lifeboat fleet by the end of 1993 that the Oakley and Rother had to go. In all, 40 Oakleys and Rothers were built and it is a fitting tribute to the genius of the design that a boat which was conceived in the immediate post war resurgence in lifeboat building should survive as the last of its type over 40 years later.

Principal Dimensions

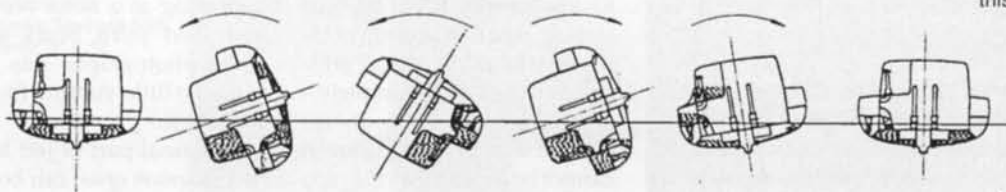
	37ft Oakley	37ft Rother
Length overall	37ft 0in	37ft 6in
Beam	11ft 6in	11ft 6in
Draft	3ft 4in	3ft 6in
Displacement	12 tons	13 tons
Weight (ex ballast)	9.12 tons	—
Speed	8 knots	8 knots
Range	180 miles	180 miles
Engines	2 x 43hp Perkins (later 52hp Ford Porbeagle) diesels	2 x 52hp Ford/ Thornycroft diesels
Number built	26	14
Introduced	1958	1972
Last built	1971	1982
Last withdrawn	1993	1993

37ft Oakley – self-righting system

CAPSIZING TO STARBOARD



CAPSIZING TO PORT



The valves controlling the entry of water into the righting tank were arranged to operate at about 110° from the upright, as at this angle the boat has already capsized. When capsizing to starboard, the water starts to flow into the righting tank on the port side at about 110°. This transfer of weight, aided by a loss of buoyancy in a flooding compartment built into the port side of the engine room casing, produces a list in the upside-down condition and this, coupled with the righting moments of the design, rights the boat – her port side emerging first.

When capsizing to port the transfer of water operates in the same way, and the boat returns to upright – her port side again emerging first

Booksheif

some recent publications reviewed

Let Not The Deep

by Mike Lunnon-Wood
published by Harper Collins at
£4.99 (paperback)
ISBN 0 00 647590 6

Novels which centre around the lifeboat service are rare enough, but one which is well constructed, gripping and also moving is a very rare beast indeed.

Let Not The Deep revolves around the St Mary's lifeboat station in the Isles of Scilly, where the Arun class of lifeboat is real enough but the actual boat, her coxswain, crew and those ashore are products of the author's literary skills.

If one were to quibble there could be a touch too much coincidence in the way the characters arrive at the focal point, and once or twice a lifeboat fact, or the use of a word, might jar – but these are minor comments. Far outweighing any small criticisms are the finely written passages which bring to life graphically what it is like to be at sea in a blow, the 'feel' of a sea, and the way in which a close-knit crew operates, each member knowing how the other will react, their strengths and their total reliance on each other.

The atmosphere created by Mike Lunnon-Wood's writing is very real and almost anyone would find this book gripping. Anyone with an interest in lifeboats or the sea will find it doubly so.

This reviewer carried the volume with him, unable to rest until *Maeve Corrigan*, St Mary's fictional Arun, and her crew were safely home!

Sailor's Daughter

by Jean Cunninghame Graham
published by the author at £7.50
ISBN 0 9522632 0 3

It is often the *minutiae* of history which brings it to life – the way in which events affect individuals and families seems so much more real than the dry facts encountered in the history books.

For this reason alone Jean Cunninghame Graham's (Lady Polwarth's) account of her childhood up to the age of 18 would be interesting, but when coupled with her insight and subtle sense of humour this small paperback becomes quite intriguing.

The daughter of Admiral Sir Angus Cunninghame Graham the author's early years were dominated by the itinerant nature of the Service – moves of house, changes in government and even changes in country, not a common thing in the 1930s despite the ever-present presence of the British Empire and its effect on all those caught up with it.

Young recollections retold in maturity provide a graphic, and charming, glimpse of life as it once was.

Call Out

Service Records of the Gourdon Lifeboats 1878-1969 transcribed from the original by Roy Souter

published by the author at £4
There was a lifeboat at Gourdon from 1878 until the station was closed in 1969, and this book is sold in aid of funds to preserve the surf boat *Maggie Law* which served the station for some 40 years from 1890 to 1930.

The original Service Books survived by chance, being discovered in a clear-out at the local Primary School and given to two pupils who were interested in lifeboats.

Some time later their father realised the importance of the documents and they found their way to Roy Souter. The book is available from Roy Souter, 2 Seaview Terrace, Gourdon, Montrose, Angus DD10 0LE at £4.00 including postage and packing.

Diary of a National Serviceman in the Royal Navy

by John Fairbank Barnes
published by The Pentland Press at £7.50
ISBN 1 85821 127 1

A collection of more than 50 letters written by the author to his family while serving in the Royal Navy during 1956 and 1957, followed by a narrative filling in the months between his last letter and demobilisation at the end of '57.

Rather factual, but nonetheless giving an interesting aspect on the life of a national servicemen at sea more than 30 years ago.

The Sailor's Good Club Guide

edited by Jim Evans
published by Windyriggers Publishing Company at £4.95 (from Radwinter, Saffron Walden, Essex CB10 2UE)

Facts and figures for more than 230 sailing and motor boat clubs around the UK, including names and addresses of many Owners' Associations and other useful clubs and societies.

Since membership of an established club is one of the better ways of gleaning information and exchanging information any encouragement to the sailor or motor boater to join up is to be encouraged, and this book provides a useful starting point.

A starting point only, unfortunately, as the list is not comprehensive – our standard test of looking up known facts revealed that only one of the seven well-established clubs with which this reviewer has been connected appear in the listings.

Appeals to club secretaries within the book should, however, help make further editions more comprehensive.

Marine VHF Radio

published by Prestige Power at £5.40 (inc. post and packing)
A handy *aide memoir* to VHF use and channels produced on water resistant paper. A trifle expensive but very handy. Available from Prestige Power at Maritime Walk, Ocean Village Marina, Canute Road, Southampton, Hants SO1 1TL.

An Illustrated Guide to Our Lifeboat Stations – Part 8 by Jeff Morris

In 1986 Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts Society, set himself the task of writing books to cover every RNLI lifeboat station, past and present in his series of booklets. With Part 8, Ireland, the task is complete – although with such an informed and prolific author it cannot be long before the next circuit begins and up-dated volumes begin to appear!

Working its way round the Irish coast clockwise from

Portrush details of boats, accidents and medals are given for each station, with any interesting additional material appearing as a note. Well illustrated with black-and-white photographs this is a valuable little volume for the bookshelf.

The final part of Jeff Morris's *magnum opus* can be obtained from the author at 14 Medina Road, Coventry CV6 5JB for £2.50 including postage and packing.

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.

Heave Ho!

by Charles Mazel

published by Waterline Books at £6.95

ISBN 1 85310 454 X

A book dedicated to seasickness might be considered in questionable taste. However, there is no doubt that it is a subject of considerable importance to many who venture afloat and, if you have the stomach for it (no more puns, promise) then this light-hearted paperback with a serious message could be for you.

The serious part comes from the fact that the author is an authority on inner ear balance functions and motion sickness and has carried out research on four NASA spacelab missions. He is also a lifelong small boat



'Nitroglycerin, so useful against heart attacks, has been used against seasickness'

sailor and possessed of a sense of humour which enables him to convey some sensible ob-

servations with wit and style – aided, it must be said with a good many quotes from writers over the centuries. The illustrations too have been chosen to lighten the subject somewhat.

And, to save you searching for the miracle cure – there isn't one! One of the book's quotes, from The British Medical Journal in 1952, might sum up *mal de mer*:

'Everything that can be swallowed has been claimed to cure motion sickness...'

The choice is yours – the 2nd century recipe 'Grind fleabane and wormwood together in olive oil and vinegar, and rub on the nostrils frequently' or carry on with 20th century Dramamine...

British Cross-Channel Railway Passenger Ships

by John de S. Winser

published by Patrick Stephens at £14.99

ISBN 1 85260 459 X

A comprehensively illustrated (more than 130 photographs in 80 pages) look at the vessels introduced by the railway companies to extend their sphere of operation beyond the railheads.

Although beginning with paddle steamers in the late 1800s the book concentrates mainly on the period from the end of the First World War until the final Sealink steamer in 1980.

Northwest Passage Solo

by David Scott Cowper

published by Seafarer Books at £14.95

ISBN 0 850364 29 9

Most readers of THE LIFEBOAT will have heard David Scott Cowper's name, if only because two of his record-breaking voyages have been aboard an ex-lifeboat. Yet Scott Cowper's record of long-distance sailing far exceeds that of many of the 'household names'. Chay Blyth may have been the first person to sail singlehanded the 'wrong way' – against the prevailing winds – but Scott Cowper made the same trip in 72 days less, in a virtually standard boat and added this feat to a circumnavigation he had already made in the opposite direction!

The first singlehanded circumnavigation in a motorboat followed (in the ex-Watson class lifeboat *Mabel E. Holland*) and then the subject of this book – another singlehanded circumnavigation but via the North-West Passage.

Scott Cowper is certainly not a self-publicist, for after the end of the voyage in late 1990 it took nearly four years for yachting journalist David Pelly to wheedle the story from him and finally publish the book.

Mabel E. Holland took four-and-a-half years on this circumnavigation, and it was obviously not all plain sailing, despite the author's lack of dramatisation in the telling.

Although the fact that the vessel is an ex-lifeboat will obviously influence many of the readers of this journal to take an interest in Northwest Passage Solo, it deserves a much wider audience as it is not merely a sailor's book, it is a story of adventure which happens to be set aboard an ex-lifeboat.

Scott Cowper's matter-of-fact-tone both makes and mars his book – it is refreshing in these days of hype and exaggeration yet sometimes one feels that there is a little more behind what has been said – a yearning perhaps for some tabloid-style shouting from the rooftops from a man who could put most self publicists in their place!

Arctic Convoys

by Richard Woodman

published by John Murray at £25.00

ISBN 0 7195 5079 3

Although Richard Woodman is best known for his fiction – in particular the Nathaniel Drinkwater naval historical novels – his interest in the Arctic Convoys of World War II was aroused when he sailed with survivors from the ill-fated convoy PQ17.

Relying on both British and German sources and the accounts of those involved Arctic Convoys is a comprehensive history – running to more than 530 pages – of the lifeline to Stalin's efforts against the Nazis on the Eastern Front.

The conditions described are quite appalling, but perhaps the best guide to the accuracy of the accounts comes from historian Ludovic Kennedy: 'Those of us who sailed on the Arctic Convoys are the best judges of books written about them: I can say with truth that this account is the most comprehensive and the most accurate I have read...'

Chilling and not exactly light reading, but a fascinating review of both the events and their effect on those involved.

David Scott Cowper's ex-Watson class lifeboat *Mabel E. Holland* beached at Depot Bay, Fort Ross to carry out temporary repairs during her epic circumnavigation via the North West Passage. One of the illustrations from Northwest Passage Solo, reviewed far right.



Getting the Message

The equipment in everyday use aboard a lifeboat has developed to the point where it has evolved its own jargon, almost as arcane as the language of the sea itself. In this, the first of an occasional series on the technicalities of lifeboats, Mike Floyd attempts to explain the mysteries of marine communication in everyday language.

To those lifeboatmen, seamen and yachtsmen to whom VHFDF is no more mysterious than their wrist watch— please bear with us in our attempts to simplify the subject!

In this age of instant communication it is difficult to comprehend the situation, only tens of years ago, when a lifeboat put to sea and immediately became totally cut-off from the shore – unable to pass messages to the coastguard, boathouse or casualty. Indeed lifeboats were lost for the simple reason that no-one could tell them their services were no longer required and they carried on into unnecessary danger.

Modern communication systems have changed the situation completely, and the interchange of information has now become a vital aspect of modern search and rescue operations.

Bulky valve sets have gone the way of cat's whisker radios, and modern transceivers can now be the size of a car radio with an aerial only some 4.5ft long. So inexpensive and compact have these radios become that they can now be fitted to virtually any size of boat with a source of 12v electrical power, and even smaller hand-portable versions with their own internal batteries are also available.

Very High Frequency

Lifeboats now carry two different types of radio, enabling them to communicate with the shore and casualty, and often to locate a casualty's position from its radio transmissions.

The most commonly used radio system aboard a lifeboat is 'VHF' (Very High Frequency – a very short wavelength). Because of the way these short radio waves behave VHF is very clear when close-up but they travel in straight lines and cannot follow the rounded surface of the earth. This limits the range, to what is often called 'line of sight' because the transmissions go roughly as far as the horizon before going off into the earth's atmosphere. In the same way that the visual horizon extends

with increasing height, placing the VHF aerial as high as possible maximises the range. This is why lifeboats always have their radio aerials high on the superstructure and coast radios and coastguard stations have tall aerials mounted as high as possible. A VHF radio has a maximum range of about 30 to 35 miles in normal conditions, but there can be pockets of poor reception.

Radio waves behave rather like waves in a pond, moving out in a circle from where a stone landed, becoming smaller and smaller until they are difficult to see and then finally disappearing. If there is an obstruction on the pond the waves may not be able to get behind it, and this can also happen with radio waves. If a boat is behind a high headland or other tall obstruction she may not be able to transmit or receive radio messages on VHF.

Medium Frequency

In this situation, and when operating out near the lifeboats' 50-mile range of coverage the other type of radio can be used. This is 'MF' (Medium Frequency). With MF radio the waves are longer, and because of the way they behave they can follow the curve of the earth out of sight over the horizon. They can also go upwards to bounce off a section of the atmosphere, increasing range and penetrating blind spots. However MF radio sets are larger, more expensive and are more complicated to use than VHF so many small boats, such as yachts and fishing boats, which usually operate within VHF range of the coast, only have VHF on board.

Direction Finding

The position from which a radio set is transmitting can be located in much the same way as the position of a stone dropped into a pond – by locating the centre of the circles of waves spreading outwards from the source. Special 'DF' (Direction Finding) radios are fitted to lifeboats and these have an aerial which is sensitive over a very narrow angle rather than through the full circle of a conventional radio. An analogy would be a telescope – which clarifies an image, but only over a very narrow field of view. Just as

Modern lifeboats carry their communications aerials as high as possible on the superstructure. In this photograph of the prototype Trent class there are two MF aerials at the side of the upper steering position – one connected to the automatic distress receiver shown in the photograph opposite – with the single, shorter VHF aerial between them. The four-element aerial amidships is for the VHF Direction Finder. A low-profile emergency VHF aerial is fitted to the top of the wheelhouse and is not visible in this photograph.



Marine communications explained



VHF transmitter/receivers are now very compact and can be fitted in boats as small as the RNLI's D class inflatables. This photograph of the first Atlantic 75 rigid inflatable clearly shows the aerial mounted on the mast aft – as high as practicable.

a telescope 'receives' its visual image over a very small area so a radio DF aerial receives its radio signal over a similar narrow angle – and the direction of the strongest signal is the direction in which the casualty's transmitter lies. At one time the DF aerial was swung around until it received the strongest signal but now the whole process is electronic and automatic. By taking a RDF (Radio Direction Finding) bearing the lifeboat can home in on the vessel or, if another bearing can be taken from another point – perhaps a Coastguard radio ashore – the two can be used to fix the casualty's position.

DF can be used on both VHF and MF radios, although MFDF is not carried on the latest generation of boats as MF is largely confined to commercial vessels which are moving over to an 'active' radar transponder – one which can transmit a signal identifying the vessel on other ships' radar screens.

Radio Operation

If every vessel could hear every radio transmission she could not identify her own messages, so each type of radio has different 'channels' on slightly different frequencies (wavelengths).

One of these frequencies is always kept free so that one boat can call another before switching to a different channel to pass the required message. Various channels are allocated for ship-to-ship, ship-to-shore and other specialised traffic such as harbour control. The calling channel is monitored by all shipping and the coastguard, and is therefore also used for distress calls.

On VHF Channel 16 is allocated for this purpose, but on MF the actually frequency in kilohertz, 2182, is used to identify it.

Because of the limited number of radio channels allocated to marine use it is necessary to keep messages short and also to ensure that the meaning of a message is entirely clear. As a result special procedures and 'keywords' have been evolved and are used internationally. These are

The communications equipment fitted to the prototype Severn class. The left hand control panel is the MF radio, with the VHF radio third from the left. The remaining two panels are for an automated distress system operating on MF.

The VHF DF receiver is positioned forward, above the steering position, where it can easily be seen by the helmsman.

designed to standardise the content of a message, shorten the transmission time and to provide maximum clarity. For example there are many ways of saying that a ship is in distress, and this could be multiplied by the number of languages in use, so the single word 'Mayday' is recognised internationally as a 'keyword'. This one word conveys a great deal of information to any vessel which hears it.

Similarly the phonetic alphabet has also been standardised and the RNLI, for example, would always be spelt out as **Romeo November Lima India** whatever language was in use.

Anyone using a marine radio has to be licenced and is examined on their radio procedure and knowledge of the system.

To avoid interference from other users the Coastguard has a 'private' channel on the VHF frequencies, Channel Zero, to communicate with the lifeboat and rescue helicopters. No other vessel is permitted to have a radio capable of transmitting on this channel without the permission of the Coastguard.

Crew Paging

This same VHF channel is used for some lifeboat crew pagers – when requested by the Honorary Secretary the Coastguard transmits a coded signal which activates the specially programmed pagers. Due to the 'blind spots' mentioned earlier the RNLI has installed repeaters near several lifeboat stations to ensure that the pager signal covers the required area.

Other stations in the UK are covered by the standard British Telecom 'Rescuepage' paging system, again radio activated but on entirely separate frequencies.

The RNLI has been operating its own, local radio paging system but now that the Irish Marine Emergency Service (very roughly equivalent to the UK's Coastguard) has a system similar to the VHF Channel Zero pager the RNLI is moving over to it.

Internal Communication

Internal communication on a lifeboat can be as important as external communication and modern all-weather lifeboats have a sophisticated intercom system both above and below deck.

In addition to normal microphones and loudspeakers at strategic points many of the crews' helmets have built-in headphones and microphones which can be plugged in to a number of sockets. Waterproof sockets are installed on deck so that crew members on the foredeck, for example, can pass and receive messages from the coxswain. An additional feature is that key members of the crew, for example the coxswain and radio operator, can use the helmet headsets to broadcast directly on one of the lifeboat's VHF radios (there is usually a duplicate set installed at the outside steering position). Trials are underway with a short-range radio intercom system – avoiding the need for wires, plugs and sockets.





Memorial memories

I have been commissioned to write a book on the Maritime Memorials and Mementoes of Great Britain which will be published by Patrick Stephens about the end of 1994.

To supplement the information which I have collected over the past fifteen years I am asking whether readers of *THE LIFEBOAT* can add to my list by sending details of maritime memorials for inclusion in my book.

There is a marvellous story concerning the naval history of this country and the deeds of our seafarers recorded in the monuments and memorials within our churches and elsewhere.

**David Saunders,
Woosung, Pointfields, Hakin, Milford
Haven, Pembrokeshire SA73 3EB**

The Reasons Why...

I have just read the Winter 1993/4 issue of *THE LIFEBOAT* and saw that the Institution's membership scheme, now known as Shoreline, started 25 years ago.

Have you ever wondered why people who do not own boats and have no connection with the sea join Shoreline?

My interest in the RNLI started 31 years ago during a week's holiday on the Isle of Wight with my school from London. I was 11 years old and we had an afternoon trip to Bembridge lifeboat station. Since then my favourite charity has always been the RNLI.

Twenty years ago I left London and moved to the Isle of Wight. Apart from being surrounded by it, my only connection with the sea is two or three return crossings a year on one of the Isle of Wight ferries. Ten years ago I joined Shoreline after seeing an advertisement in a national daily paper.

As long as the brave men and women of the RNLI risk their lives going out in all weathers to rescue those in peril on the sea, I shall continue to support the RNLI and Shoreline – paying with a deed of covenant of course.

**C. Williams,
Shanklin, Isle of Wight.**

Recollections from Gorleston

While visiting RNLI headquarters to look around and buy Christmas presents, I went into the museum and saw pictures and a model of Coxswain Henry Blogg. This was a man I knew well from my days as a volunteer at the Gorleston lifeboat house in 1933. After launching the boat it was my task to light the boiler to provide hot water to allow the crew and survivors to take a bath when the boat returned. I was also responsible for arranging hot drinks and dry clothing.

Although Coxswain Blogg was in charge of the Cromer lifeboat, if the weather was too rough he would bring his boat into Gorleston. I think it was in the December of 1933 when the Cromer crew saved the lives of the skipper and his mate from the *Sepoy*. It was for this rescue that Henry was awarded one of his gold medals. On this occasion the crew of the *Sepoy* tied themselves to the rigging to stop the storm blowing them away. How I remember the relief for these poor men once they were back on dry land.

My friend and I used to sit and talk to Coxswain Joe Johnson who was also the landlord of The Lifeboat Tavern. He would relate his lifeboat stories to the summer visitors which always helped to fill the collecting box on his counter.

A neighbour of mine in Gorleston was Second Coxswain Halfnight who would let us go out on fundraising trips in the reserve boat *Elizabeth Simpson*. We would go to the Scroby Sands about four miles off Gorleston pier to see the colony of grey seals. Another of my memories at Gorleston was the sight of 35 steam cargo boats

anchored in the Yarmouth Roads riding out the severe gale which lasted eight days.

**George Bracey,
Bournemouth, Dorset**

The Rye Disaster

It was most interesting to me to read the letter from Mrs Reynolds of Winchester on the Rye lifeboat disaster (*The Lifeboat Winter 1993/4*).

I, too, was a small girl at that time living in Eastbourne where my father (Lt Simmons) was stationed as district officer of HM Coastguard. I well remember that night, as my father and the crew of Eastbourne Coastguard station were on duty all night and the weather was atrocious. Such a strong wind that a large wall near us in Addingham Road was blown down.

It was, as Mr Hutchinson states in his book, the delay in communication that was the cause of the failure to cancel the launch of the *Mary Stanford*. In those days the telephone was the only means of communication between coastguard and lifeboat stations. No two-way radio then.

There is a beautiful memorial to the *Mary Stanford* and crew in Winchelsea Church and the people of Rye are proud of their memory.

My father regarded the disaster as a terrible and unnecessary tragedy.

Mrs P. Matthews, Hastings.

Essential Holiday Companions!

Well, that's two issues of *The Lifeboat* which **won't** be following the rest to the doctor's waiting room! The Autumn 1993 edition with 'The Lifeboat Spotter's Guide' and the Winter 1993/4 with 'The Lifeboat Fleet' will need to be taken along on all seaside holidays in future – unless, that is, the RNLI decide to publish this information as a small booklet – perhaps amplified with GA line drawings of the boats as well as photographs.

There would surely be a considerable demand for this among Shoreline

and Storm Force members.

It would be interesting to learn what other members think of this idea – and what the RNLI thinks too, of course!

**L. Trotman,
Olton, Solihull.**

Editor's Note: A new series of RNLI leaflets will be available shortly – one of which includes a version of the 'Spotters' Guide'. We hope to repeat the lifeboat fleet listing annually, but in the meantime 'On Station' in each issue of the journal will enable readers to keep their information up-to-date.

Port Yarrock relatives sought

I write to ask if you would kindly bring to the notice of your readers a local project of maritime interest.

On 29 January 1894, the 3-masted barque *Port Yarrock* was wrecked on the shores of Brandon Bay, West Kerry, with the loss of all 20 on board.

The master was Thomas Forbes, first mate C.H. Royal (or Royle), second mate G. O'Keeffe, crew members T. McCulloch, R. Grant, H. Harrison, H.J. Kanshilt, Paterson, Hansen, Pellefero, Homberg, Mase, O.Berman, Olsen, J. Carnie, J. Evans.

Apprentices W.T. Baines, C.J. Gardiner, G.H. Deswell, B.T. Eaton, H. Everett, A.F. Wells. I have copied these names from a contemporary newspaper article so some may be misspelled.

The tragic event left a profound impression on the people of this area. We now wish to commemorate the centenary in a suitable manner. It would be wonderful if we could trace relatives of the crew.

I should also mention a Mr (or Captain) Ensor who came here about 1911 to salvage the cargo of copper ore and lived here for a couple of years with his wife and three daughters. I myself grew up and still live in the house originally built for him.

Mrs S. Mulcahy,
Cloghane, Tralee, County Kerry, Ireland.

Even more on the Lagos Pilot Boat

I have been following the letters on the Lagos pilot boat with interest. This is partly because the *Queen* was originally propelled by water jets and the photograph with Mr Powell's letter in the Autumn edition of the journal would tend to suggest a boat with twin screws.

The late lifeboat historian Grahame Farr's paper on steam lifeboats, published in 1981, gives details of a steam lifeboat-cum-pilot boat built specifically for service in Lagos in 1905, named *Molesey*. She was twin screwed and powered, originally at least, by a Yarrow water tube type of boiler. The boat appears to have been very similar in appearance to the *Queen* although there were some subtle differences, including the possible presence of a telegraph to the right of the wheel.

My father, Gwyn, was a traffic manager with Elder Dempster in Lagos in 1958 and recalls a telegraph. Indeed, there is a sailor standing in this position in Mr Powell's photograph.

Another twist to the story is that Tony Denton's book on ex lifeboats states that the *Queen* was sold to Secondi, Ghana in 1924. Perhaps this is how confusion may have arisen as it would seem likely to me that the boat at Lagos was in fact the *Molesey*.

I am hoping to construct a short article for the Lifeboat Enthusiasts Society newsletter on the subject. If any reader can shed any more light on the matter I would be pleased to hear from them.

A.R. Pari Huws,
1 Harborne Drive,
Spital, Bebington,
Wirral, Merseyside L63
9HF



History of the Humber Steamers

For many years, up to the opening of the Humber bridge, the Royal Naval Association chartered one of the paddle steamers which operated the Hull-New Holland ferry for a memorial service at Spurn.

During this annual event the paddle steamer, usually *Lincoln Castle*, would drop anchor in sight of the Spurn lighthouse and after a service wreaths would be cast on the waters from the car deck.

I am trying to piece together the last fifty years of the Humber paddle steamers and wonder if anyone has any photographs taken at the service, or any other excursions towards the mouth of the Humber.

The ferry service ceased over ten years ago and the *Lincoln Castle* is now preserved in Grimsby.

Any help would be appreciated and all letters will be answered. I took a few slides myself but unfortunately they do not copy very well. There were many photographers on board and maybe some ashore who have pictures I could borrow.

Barry Beadle,

Flat 6, Ferensway House, 54 Prospect Street, Hull HU2 8NR

Thanks to the crews

We were on holiday on our favourite island, Arran, in our favourite cottage tucked away on a hillside with a fine view of the Firth of Clyde.

Our youngest daughter, then sixteen, decided to go out on the Clyde in a small boat we had on the shore.

It was a lovely evening and I needed very little persuasion, the water was as still as a mill pond and very inviting so we took the boat out and had a pleasant row round the headland and back. Julia wanted to stay out and rowed out to the headland and back again, but instead of pulling in she rowed past the cove in the other direction. I tried to keep calm, telling myself that she would soon turn round and come back, but the boat got smaller and smaller. The waves

also were getting choppier, the sun was beginning to sink, as was my heart.

I had to act, and fast. I ran up to the house, dialled 999 and asked for the lifeboat service. They asked exactly where I was, which direction the boat had disappeared and what type of boat. They were marvellous, told me to stay calm and promised to get the lifeboat launched immediately. 'Stay near the phone and we will keep in touch' said the calm voice.

After what seemed an eternity the lifeboat came into view and then that too disappeared. Dusk was falling in earnest, the chill night air was making me shiver and apprehension began to grow when, at last, I spotted a large boat dragging a smaller one behind.

I tore down to the beach to see the crew pull the little boat in and lift out a bedraggled Julia.

She had lost an oar overboard and the current had carried her out into the wider waters of the Clyde. The lifeboatmen were superb and waved my apologies away. Only later, when we were listening to the news, did we realise that there had been *three* lifeboats out looking for our daughter, two from the mainland and one from the island.

We were glad to send a donation in thanks to the RNLI to whom we will always be in debt and we will certainly never, ever underestimate the sea again.

Clare Pierson,
Starbeck, Harrogate.

PAST...AND...PRESENT

100 years ago

It will doubtless be in the memory of many of our readers that the Report read at the last Annual Meeting contained the important information that Sir EDWARD BIRKBECK, Bart., the Chairman of the Institution, on behalf of the Committee, had moved a resolution in the House of Commons that a complete system of electrical communication should be provided by the Government between all Coastguard stations, and signal stations on the coasts of the United Kingdom; also that where there were no such stations, that the postal telegraph offices should be so connected, with the view to the earliest possible information being given to the local life-boat authorities of the services of the Life-boats in their charge being required; also that an address might be presented asking that a Royal Commission might be appointed to consider the desirability or otherwise of electrically connecting the rock lighthouses, lightships, etc., with the shore for the same purpose...

The work comprised in the first part of the resolution, viz., the connection of coastguard stations, signal stations and postal telegraph offices was taken in hand *con amore* by the officials of the Post Office as soon as the Treasury had provided the necessary funds, and has been pushed on with a zeal and energy worthy of the cause for which it was undertaken, i.e., the rescue of life from shipwreck...

The parts of the coast on which to establish the communications were selected with reference to the number of wrecks occurring in the locality, as well as the difficulties that presented themselves in giving prompt notice to the Life-boats that their services were required. Some little time must naturally elapse before the full value of these communications, can be demonstrated, but already they have proved of service in calling out boats 14 times; it augers well for the value and future usefulness of the system should another of those distressing casualties occur - as they have from time to time done hitherto - entailing lamentable loss of life through inability to summon either the Life-boat or rocket apparatus, or possibly both, stationed in the neighbourhood, to the rescue.

The second part of our subject, viz., electrical communication with light-houses, light ships, etc., is from a "life-saving" point of view, *if possible* of greater importance than the first part, for two reasons: first, because the only possible alternative channels of communication with the shore are so very liable to be cut off just when most required, i.e., in fog, thick weather and gales of wind, that they cannot be considered reliable.

This will be the evident to us when we remember that the distances of some light-vessels from the land entails the signal from the outer one being repeated by one, and sometimes two intervening light-vessels before being made within reasonable distance of the shore...

The only other means of giving warning to Life-boats is by smacks or other vessels, either proceeding at once to give information on seeing the wreck, or in the ordinary course on getting into harbour for shelter. Fatal delay has already occurred more than once from this want of reliable communication and may do so again any day.

Today's lifeboatmen

Charlie Sharrod has been coxswain of Hastings lifeboat since 1992. He began his association with Hastings lifeboat in 1974 as a shore helper before joining the crew in 1983. He became second coxswain in 1987, has been an emergency mechanic since 1989 and also served in the crew of Hastings' in-shore lifeboat between 1990 and 1992.

In 1984 Charlie was awarded a medal service certificate for his part in a service which resulted in a

bronze medal for the coxswain, when the lifeboat landed a sick crew member from the Irish container ship *Bell Rover* in a strong south by westerly gale and heavy breaking seas with poor visibility.

He and two crew members took part in the Lord Mayor's Show last November (featured in the Winter 1993/4 issue).

Charlie works as a British Telecom manager.



Facts and Figures

Provisional statistics as at 2 February 1994 show that during 1993:

- The RNLI's lifeboats were launched 5,397 times (an average of 14 launches a day)
- 1,274 lives were saved (an average of nearly 3 a day)
- Nearly 4% of all services carried out by lifeboats were in winds of Force 8 and above
- More than 54% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 274 lifeboats on station, with a further 100 in the relief fleet.
- To 31 December 1993, 125,214 lives have been saved since the RNLI was founded in 1824.

Costs

The cost of running the RNLI in 1993 was £46m.

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

LIFEBOAT SERVICES

AUGUST, SEPTEMBER AND OCTOBER 1993

Aberdeen, Grampian

54ft Arun ON 1050: Aug 20, Oct 10 and 18
D class Oct 8

Aberdovey, Gwynedd

Atlantic 21: Aug 19, 25, Sept 3 and 7

Abersoch, Gwynedd

Atlantic 21: Aug 2, 12 (twice), 15 Sept 4 and Oct 27

Aberystwyth, Dyfed

Atlantic 21: Aug 4, 10, 30 and Sept 4

Aith, Shetland

52ft Arun ON 1100: Aug 30

Aldeburgh, Suffolk

37ft 6in Rother ON 1068: Sept 7

D class: Aug 20, 23, 24, 26 and Sept 7

Alderney, Channel Islands

44ft Waveney ON 1045: Aug 5, 8, 24, 26, 27, 28, Sept 3, 29, Oct 7 and 16

Amble, Northumberland

44ft Waveney ON 1004: Aug 6, Oct 12 and 15 (twice)

D class: Aug 2, Sept 3 and 5

Angle, Dyfed

47ft Tyne ON 1114: Aug 23, 29, Sept 21, Oct 10, 15 and 22

Anstruther, Fife

12m Mersey ON 1174: Aug 6, 7, 27, Sept 3 and 8

Appledore, North Devon

Relief 47ft Tyne ON 1115: Aug 5, 19, 24, 27, Sept 2 and 9

47ft Tyne ON 1140: Sept 19, and Oct 30 (twice)

Atlantic 21: Aug 17 (twice), 18, 19 (five times), Sept 1, 2, 7, 12, and 14

Relief Atlantic 21: Oct 2 and 30 (twice)

Arbroath, Tayside

12m Mersey ON 1194: Sept 8 and 10

Arklow, Co Wicklow

44ft Waveney ON 1029: Aug 28, Sept 15, Oct 8, 10 (twice) and 27 (twice)

Arran (Lamlash), Strathclyde

C class: Aug 7, 8, 16 and Oct 31

Arranmore, Co Donegal

47ft Tyne ON 1111: Aug 3, 4, 5, 13, 14, 25, Sept 25, 28, Oct 10 and 12

Atlantic College (St Donat's Castle), South Glamorgan

Atlantic 21: Sept 5, Oct 2 and 9

Ballycotton, Co Cork

52ft Arun ON 1067: Aug 11, 12, 27, Oct 8, 18 and 21

Ballyglass, Co Mayo

52ft Arun ON 1159: Aug 4 and Sept 12

Bangor, Co Down

Atlantic 21: Aug 1, 3, 22 (twice), 30, Sept 4, 5, 13, 17, 23, Oct 2 and 7

Barmouth, Gwynedd

12m Mersey ON 1185: Aug 18 and 30

Relief 12m Mersey ON 1192: Oct 3

D class: Aug 22, 23 and 30

Barra Island, Western Isles

52ft Arun ON 1143: Sept 24

Barrow, Cumbria

47ft Tyne ON 1117: Aug 15, 28 and Sept 1

D class: Aug 15 (twice), 28, Sept 20 and Oct 7

Barry Dock, South Glamorgan

52ft Arun ON 1018: Aug 1, 8, 17 and 19

Relief 52ft Arun ON 1108:

Aug 31, Sept 5, Oct 4, 5 and 19

Beaumaris, Gwynedd

Atlantic 21: Aug 2, 7, 11, Sept 22 and Oct 16

Bembridge, Isle of Wight

47ft Tyne ON 1126: Aug 22, Sept 3, 25, 27 and 29

D class: Aug 9, 11, 15 (twice), 23, Sept 25 (twice), Oct 7 and 27

Berwick-upon-Tweed, Northumberland

12m Mersey ON 1191: Aug 8, 12 and Sept 21

Blackpool, Lancashire

D class: Aug 3, 7, 9, 30, Sept 1, 4, Oct 17 and 30

Relief D class: Aug 3, 7, 9, 22, 30, Sept 1, 4, Oct 17 (twice) and 30

Blyth, Northumberland

44ft Waveney ON 1079: Aug 3, 15, 31, Sept 4, 9, 26, 30 and Oct 7

D class: Aug 5, 31 and Sept 4

Borth, Dyfed

D class: Aug 22 (twice), 24 (twice) and 29

Bridlington, Humberside

12m Mersey ON 1124: Aug 11

D class: Aug 7, 10, 11 (four times), 14, 22, Sept 2 and Oct 26

Brighton, East Sussex

Relief Atlantic 21: Aug 13, 17 (twice), 29, Sept 6, 13, Oct 12 and 16

Broughty Ferry (Dundee), Tayside

D class: Aug 11

Buckie, Grampian

52ft Arun ON 1093: Aug 8 (twice), 17, 20 (twice), Sept 27 and Oct 11

Bude, Cornwall

D class: Aug 1, 30 and Oct 17

Burnham-on-Crouch, Essex

D class: Sept 12, 17 and 26

Burry Port, Dyfed

Relief D class: Aug 15, 25, Sept 2, 9, 24 and Oct 17

Calshot, Hampshire

33ft Brede ON 1104: Sept 12 (twice)

Campbeltown, Strathclyde

52ft Arun ON 1059: Aug 6, 14, 22, 25, Sept 21 and 28

Cardigan, Dyfed

C class: Aug 6, 8, 13, 14, 18, 23, Sept 1 and Oct 3

Relief C class: Oct 20 and 29

Clacton-on-Sea, Essex

Atlantic 21: Aug 9 and 27

Relief Atlantic 21: Sept 4, 5, 6 and 12

Relief D class: Aug 2, 6, 13, 20, 21,

Clifden, Co Galway

C class: Aug 1, 16 (twice), 23 and 28

Clogher Head, Co Louth

12m Mersey ON 1190: Oct 7 and 9

Cleethorpes, Humberside

D class: Aug 1 (twice), 21, 22, Sept 19 and Oct 26

Conwy, Gwynedd

D class: Aug 12 and 21

Courtmacsherry Harbour, Co Cork

44ft Waveney ON 1005: Aug 4 and Sept 30

Craster, Northumberland

D class: Sept 12

Criccieth, Gwynedd

Relief C class: Aug 3, 21 (three times) and Oct 7

Cromer, Norfolk

47ft Tyne ON 1097: Aug 29, Oct 13 and 27

D class: Sept 3 and 12 (twice)

Cullercoats, Tyne and Wear

Atlantic 21: Aug 1, 10, 17, 22, Sept 1, 5, 7, 12, 30 and Oct 11

Donaghadee, Co Down

52ft Arun ON 1107: Aug 7, 18, 20 and 22

Douglas, Isle of Man

47ft Tyne ON 1147: Aug 22

Dover, Kent

50ft Thames ON 1031: Aug 2, 6, 26, Sept 8, 15, 21, 26 Oct 9, 17, 24, 30 and 31 (twice)

Dunbar, Lothian

48ft 6in Solent ON 1020: Aug 14

44ft Waveney ON 1034: Aug 11, 14, 25 and Oct 7

D class: Aug 9, 17, 25, Sept 12, 14 (twice), 17 and Oct 7

Dungeness, Kent

12m Mersey ON 1186: Aug 1, 5, 22, 31, Sept 4 (twice), 7, 20 and Oct 17 (twice)

Dun Laoghaire, Co Dublin

44ft Waveney ON 1036: Aug 1, 19, 22 (twice), Sept 1, 23, Oct 8, 14 and 25

D class: Aug 19, 30, Sept 5, 18 (three times), Oct 3 (twice), 7 and 9

Eastbourne, East Sussex

12m Mersey ON 1195: Aug 1, 5 (twice), 7, 12, Oct 11, 16 (twice) and 21

Relief 12m Mersey ON 1189:

Aug 21 and 29

Relief D class: Aug 1 (twice) and 2

D class: Aug 6, 8, 12, 18, Sept 3, 10, 16, Oct 3 and 22

Exmouth, South Devon

33ft Brede ON 1088: Aug 1, 7, 10, 11, 12, 17, 19, 26, 27, Sept 2, 16, 20, 26, 29 and Oct 10

Relief D class: Aug 2, 6, 10, 11 (twice), 12, 17 (twice), 18, 27 (twice), 31, Sept 6, 17 and 20

D class: Sept 29 (twice) Oct 10 (twice), 13 and 20 (twice)

Eyemouth, Borders

44ft Waveney ON 1026: Aug 31, Oct 1 (twice), 6, 7 and 8

Falmouth, Cornwall

52ft Arun ON 1058: Aug 6, 28, 30 (twice), Sept 12 (three times) and 17

Atlantic 21: Aug 8, 11, 22, 30 (twice), 31, Sept 1 and 12 (four times)

Filey, North Yorkshire

12m Mersey ON 1170: Aug 16, 30, Oct 12 (twice) and 23 (twice)

D class: Aug 12, 13, Sept 1, 2, 5 (three times) and Oct 3

Fishguard, Dyfed

Relief 52ft Arun ON 1077:

Aug 4, 16, 17 and Sept 1

Flamborough, Humberside

Atlantic 21: Sept 28, 30 and Oct 28

Fleetwood, Lancashire

47ft Tyne ON 1156: Aug 5, 30, Sept 1, 5 (twice) and 7

D class: Aug 5, 12, 30, Sept 19 and Oct 9

Flint, Clwyd

D class: Sept 19 and Oct 29

Fowey, Cornwall

Relief 44ft Waveney ON 1003:

Aug 5

44ft Waveney ON 1028: Aug 24, Sept 1, 4, 28 and Oct 17 (twice)

Fraserburgh, Grampian

47ft Tyne ON 1109: Sept 2, Oct 2, 8 and 10

LIFEBOAT SERVICES

AUGUST, SEPTEMBER AND OCTOBER
1993 – Continued

Galway Bay, Co Galway
52ft *Arun ON 1118*: Aug 8, 9, 10, 14, 18, 20, 30, Sept 3 and Oct 9

Relief 52ft *Arun ON 1150*: Oct 28

Girvan, Strathclyde
12m *Mersey ON 1196*: Aug 25 (twice) and 29

Great Yarmouth and Gorleston, Norfolk
44ft *Waveney ON 1065*: Aug 9, Sept 16, 19, Oct 10 and 12
Atlantic 21: Aug 1, 5, 7, 10, 14, 15, 22, 28, Sept 1, 5, 12, 19, 30, Oct 10 and 21

Happisburgh, Norfolk
D class: Aug 10 (twice) and 15

Hartlepool, Cleveland
44ft *Waveney ON 1044*: Sept 12, 20, Oct 3, 12, 24 and 31
Atlantic 21: Aug 7, 8, Sept 30, Oct 3 (twice), 10, 20, 26 and 31 (twice)

Harwich, Essex
44ft *Waveney ON 1060*: Aug 2, 5, 12, 15, Sept 3, 4, 6, 9, 12, 17, 18, Oct 15 and 22

Atlantic 21: Aug 1, 2 (twice), 5 (five times), 9, 11 (twice), 12 (twice), 14, 15, 18, 21, Sept 5, 6, 9, 12, 18, 21, 29, 30, Oct 10, 14, 18, 24 (three times)

Hastings, East Sussex
Relief 12m *Mersey ON 1184*: Aug 3, 18 and Oct 15
D class: Aug 2 (twice), 14, 17 (twice), 18, 21, Oct 9 and 12

Hayling Island, Hampshire
Atlantic 21: Aug 14, 17, 18 (three times), 26, Sept 5, 12 (three times), 18, 19, Oct 3, 10 and 12

Helensburgh, Strathclyde
Atlantic 21: Aug 10, 12, 21 (twice), 30, Sept 3, Oct 12 and 27

Holyhead, Gwynedd
47ft *Tyne ON 1095*: Aug 4, 17 and 22

D class: Aug 29 and Sept 18

Horton and Port Eynon, West Glamorgan
D class: Aug 8, 22 and 29 (twice)

Relief *D class*: Sept 4, 5 and 13 (twice)

Howth, Co Dublin

D class: Aug 1

Hoyleake, Merseyside
12m *Mersey ON 1163*: Sept 5, 12, 23, Oct 14 and 21

Humber, Humberside
Relief 52ft *Arun ON 1081*: Aug 5, 17, 19 (twice), 21, Sept 19 and 25

52ft *Arun ON 1123*: Oct 8, 9, 20, 21 and 28

Hunstanton, Norfolk
Atlantic 21: Aug 3, 13, 27, Sept 4 and Oct 24

Ilfracombe, North Devon
12m *Mersey ON 1165*: Aug 3, 11, 19, 23, 28, Sept 5 and Oct 5

D class: Aug 24, 26, 30, Sept 1, 2 (twice), 15 (twice), Oct 3, 5 and 16 (twice)

Invergordon, Highland
44ft *Waveney ON 1033*: Aug 14

Islay, Strathclyde
50ft *Thames ON 1032*: Aug 26 (twice), Sept 2, 16, 20 Oct 2, 21 and 23

Kilkeel, Co Down
Atlantic 21: Aug 18, Sept 12, Oct 8, 17 and 31

Kilmore Quay, Co Wexford
12m *Mersey ON 1187*: Aug 14, Sept 24, Oct 10 and 11

Kirkcudbright, Dumfries and Galloway
Atlantic 21: Aug 21, 25 (twice) and 29

Kirkwall, Orkney
52ft *Arun ON 1135*: Sept 4

Largs, Strathclyde
Atlantic 21: Aug 1 (three times), 25, Sept 3 (twice), 4, 19, 25 and Oct 5

Lerwick, Shetland
52ft *Arun ON 1057*: Aug 15, Sept 14, 19 and Oct 13

Little and Broad Haven, Dyfed
D class: Aug 3, 25 and 30

Littlehampton, West Sussex
Atlantic 21: Aug 1, 7, Sept 10, 18, 19, Oct 3, 15 and 16
Relief *Atlantic 21*: Aug 29 (twice) and 30 (twice)

The Lizard, Cornwall
47ft *Tyne ON 1145*: Aug 17, 24 and Sept 22

Llandudno (Orme's Head), Gwynedd
12m *Mersey ON 1164*: Sept 24

Relief 12m *Mersey ON 1192*: Aug 4

D class: Aug 4, 11, 12, Sept 7 and Oct 5

Lochinver, Highland
52ft *Arun ON 1144*: Aug 18 and 28

Longhope, Orkney
47ft *Tyne ON 1138*: Aug 8 and 17

Looe, Cornwall
Relief *D class*: Aug 31, Sept 11, 14, 29, Oct 7 and 20

Lough Swilly (Buncrana), Co Donegal
D class: Aug 8, 15 (twice), Sept 18, Oct 10 and 13

Lyme Regis, Dorset

Relief *Atlantic 21*: Aug 2, 6 (twice), 7, 12, 13 and 18
Atlantic 21: Sept 26, Oct 3, 13 (twice), 17, 24 (twice) and 31

Lymington, Hampshire
Atlantic 21: Aug 7, 22, 29 (twice) and Oct 17

Lytham St Annes, Lancashire
Relief 47ft *Tyne ON 1146*: Aug 3, 8, 29 and Oct 23

D class: Aug 8, 15, 29, Sept 18 (twice) and 30

Mablethorpe, Lincolnshire
D class: Aug 3
Relief *D class*: Aug 14, 19 (twice), 22, 29, Sept 16 and Oct 21

Macduff, Grampian
Relief *Atlantic 21*: Aug 20, 22 and Sept 15

Mallaig, Highland
Relief 52ft *Arun ON 1071*: Aug 11
52ft *Arun ON 1078*: Oct 14, 18 and 23

Marazion, Cornwall
D class: Aug 24, Sept 18 and 19

Margate, Kent
12m *Mersey ON 1177*: Aug 12, 14, 21, 22, Sept 26 and 29
D class: Aug 2, 7, 13, 22, 26, 30, Sept 2, 4, 6 (twice), 17 and Oct 4

Minehead, Somerset
Atlantic 21: Aug 3, 8, 25, Sept 5 and Oct 24

D class: Aug 8, 14, 29, Sept 5 and Oct 24

Moelfre, Gwynedd
47ft *Tyne ON 1116*: Aug 4, 7, 8, 13 and Sept 6

D class: Aug 1, 4, 7, 17, 29, Sept 1 and 19

Montrose, Tayside
47ft *Tyne ON 1152*: Aug 21, Sept 5, 17, Oct 21 and 22

Mudford, Dorset
Atlantic 21: Aug 1, 7 (three times), 13, 15, 17, 29, Sept 5, 17, Oct 3 (twice), 12, 16, 21 and 23

The Mumbles, West Glamorgan
47ft *Tyne ON 1096*: Aug 6, Sept 4 (twice), 13, 18 and 29
D class: Aug 1, 5, 19, 30, Sept 18, 23, Oct 7 (twice), 23 and 31

New Brighton, Merseyside
Atlantic 21: Aug 25, Sept 7, Oct 22 (twice)

Newcastle, Co Down
Relief 37ft *Oakley ON 942*: Aug 15

12m *Mersey ON 1188*: Aug 18, 29, Sept 19, Oct 8 (twice)

Newhaven, East Sussex
52ft *Arun ON 1106*: Aug 5 (twice), 15, 18, Sept 19 and 20

Newquay, Cornwall
C class: Aug 1, 2, 6, 14, 16 (twice), 17 (twice), 18, 19 (twice), Sept 12, 24, 26 and Oct 21 (twice)

New Quay, Dyfed

12m *Mersey ON 1172*: Aug 12, 22 and Sept 1
D class: Aug 12, 13, 23, 30 and Sept 25

North Berwick, Lothian
Relief *D class*: Aug 1 (twice), 3, 4, 22, 23, Sept 11, 24 and Oct 25

North Kessock, Invernessshire
D class: Aug 22 and Oct 21

North Sunderland, Northumberland
12m *Mersey ON 1173*: Aug 3 and 22
D class: Aug 21, 30 and Sept 6

Oban, Strathclyde
33ft *Brede ON 1102*: Aug 2, 6, 8, 9, 16, 18, 25, 27, 29, Sept 2 (twice), 5, 9 (three times), 12 (twice), 13, 15, 19, 26, Oct 3, 7 and 30

Padstow, Cornwall
47ft *Tyne ON 1094*: Aug 22 (twice), 27, 29, Sept 7, 19 and Oct 4

Peel, Isle of Man
12m *Mersey ON 1181*: Aug 5, 16, 19 (twice), Sept 4 and 5

Penarth, South Glamorgan
D class: Aug 14, 20 and Oct 5
Relief *D class*: Oct 24 and 31 (twice)

Penlee, Cornwall
52ft *Arun ON 1085*: Aug 15 (twice), 20, 22 (twice), 23, Sept 19 (twice), 25, Oct 9 and 31

Peterhead, Grampian
47ft *Tyne ON 1127*: Aug 15 (twice), 30, Sept 5, 12, 16, Oct 3, 13 and 20

Plymouth, South Devon
52ft *Arun ON 1136*: Aug 17
Relief *Arun ON 1086*: Sept 5 (twice), 6, 11 (twice) and 18

Poole, Dorset
Relief 33ft *Brede ON 1090*: Aug 1, 13, 17, 28 (three times), Sept 7, 9 (twice), 12 (three times), 13 (three times), 18, 21, 23, Oct 3, 4, 12 and 16

33ft *Brede ON 1089*: Oct 17 (four times) and 29
Boston Whaler: Aug 1, 2 (three times), 7, 8, 10, 17, 28, Sept 7, 9 (twice), 11 (twice), 12 (three times), 13 (three times), 16, 18, 21, 23, Oct 14, 17 (six times), 23 and 28

Relief *Atlantic 21*: Sept 24, 28 and Oct 4

Portaferry, Co Down
Atlantic 21: Aug 18, 24, Sept 3, 5 (twice), 6, 11, Oct 1 and 17

Port Erin, Isle of Man
Atlantic 21: Aug 15, Sept 4 and Oct 21

Porthcawl, Mid Glamorgan
D class: Aug 20 (twice), 21 (twice), 22, 26, Sept 18 (twice) and Oct 2

Porthdinllaen, Gwynedd
47ft Tyne ON 1120: Aug 2, 19, 20, 29 and Oct 2

Port Isaac, Cornwall
D class: Aug 5, 7, 22 (twice), 29 (twice), Sept 1, 4, 9 and 19

Portpatrick, Dumfries and Galloway
47ft Tyne ON 1151: Aug 9, 16, 21 and Sept 1

Portree, Isle of Skye
44ft Waveney ON 1042: Aug 5, 13, 18, Sept 19, 22 and Oct 17

Portrush, Co Antrim
Relief 52ft Arun ON 1150: Aug 3, 6, 12, 20, 21, 31 and Sept 14
52ft Arun ON 1070: Oct 6, 20 and 30
D class: Aug 1, 14 and Sept 12

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: Aug 1 (four times), 5, 7, 10, 13, 15, 16 (twice), 18, 21, Sept 18, 19 (twice), 25 (twice), 27, Oct 3, 8, 17 and 27
D class: Aug 16, 18, Sept 18, Oct 8, 27 and 31

Port St Mary, Isle of Man
54ft Arun ON 1051: Aug 19, 20 and Sept 8
Relief 52ft Arun ON 1150: Oct 4
D class: Aug 1 and 15

Port Talbot, West Glamorgan
D class: Oct 24

Pwllheli, Gwynedd
12m Mersey ON 1168: Aug 15 and 21
Relief 12m Mersey ON 1192: Oct 4
D class: Aug 8, 12 and 18

Queensferry, Lothian
Atlantic 21: Aug 7, 12, 20, Sept 4, 20, Oct 17 and 19

Ramsey, Isle of Man
12m Mersey ON 1171: Aug 3, 16, 26, 28 and Sept 20

Ramsgate, Kent
47ft Tyne ON 1154: Aug 9 and Oct 28
Relief 47ft Tyne ON 1122: Aug 9, 16, 21, 26, Sept 2, 18, 25, 27 and Oct 9
Relief Atlantic 21: Aug 1 (twice), 5, 8, 17, 24, and 28
Atlantic 21: Sept 26, Oct 10, 11 and 17

Red Bay, Co Antrim
C class: Aug 3 (twice), 6, 12 and 21

Redcar, Cleveland
Atlantic 21: Aug 7, 19, 29, 30 and Oct 17 (twice)

Rhyl, Clwyd
12m Mersey ON 1183: Aug 5, 25 (twice), Sept 19, Oct 1 and 4
Relief D class: Aug 2 (twice), 5, 8, 19, 25 (twice), 27, 30, 31, Sept 25, Oct 3

Rosslare Harbour, Co Wexford
52ft Arun ON 1092: Aug 2, 25, 27 and Sept 12 (twice)

Rye Harbour, East Sussex
C class: Aug 2, 20, 24, Sept 1 (twice), 7 and 13

St Abbs, Borders
Atlantic 21: Oct 1

St Agnes, Cornwall
Relief D class: Aug 1, 5, 10, 19 and 28

St Bees, Cumbria
Relief C class: Sept 2

St Catherine, Channel Islands
Atlantic 21: Aug 5 (twice), 14, 20, 28, 30, Sept 2, 3, 5 (twice) and 12

St Davids, Dyfed
47ft Tyne ON 1139: Aug 6, 12, 31, Sept 1, Oct 10 and 27

St Helier, Channel Islands
47ft Tyne ON 1157: Aug 3, 5, 11, 12, 14, 23, 28, 30, Sept 2, 3, 14, 18, 23, Oct 3 and 17

St Ives, Cornwall
12m Mersey ON 1167: Sept 6 and 19
Relief 12m Mersey ON 1162: Oct 9
C class: Aug 29 (twice), Sept 5, 9, 17, 18 and 27

St Mary's, Isles of Scilly
52ft Arun ON 1073: Aug 9, 11, Sept 9, 12 (twice) and Oct 31

St Peter Port, Channel Islands
52ft Arun ON 1025: Aug 3, 10, 12, 13, 23, Sept 2, 3, 10, 14, 15, 26 and Oct 21 (twice)

Salcombe, South Devon
47ft Tyne ON 1130: Aug 10, 16, 21 and Sept 4

Scarborough, North Yorkshire
12m Mersey ON 1175: Aug 5 (twice), Sept 1 (twice), 22, Oct 3, 12, 13 and 21
D class: Aug 17, Oct 3 and 18

Selsey, West Sussex
47ft Tyne ON 1074: Aug 26, 30 (twice), Sept 17 and 24
D class: Aug 29, 30 and Sept 17
Relief D class: Aug 10, 14 and 18

Sennen Cove, Cornwall
12m Mersey ON 1176: Aug 15 and 19
Relief 12m Mersey ON 1178: Sept 6 and 15

Sheerness, Kent
44ft Waveney ON 1027: Aug 21, Sept 2, 3, 19 (twice), 22 and 25
D class: Aug 3, 6, 11, Sept 22, 30 and Oct 2

Sheringham, Norfolk
Atlantic 21: Aug 4 and Sept 23

Silloth, Cumbria
Atlantic 21: Aug 6 and 8

Skegness, Lincolnshire
Relief 12m Mersey ON 1169: Aug 1, 11, 19, 23, 25 and Sept 4 (twice)
12m Mersey ON 1166: Oct 18 and 21
D class: Aug 1, 3, 4, 10, 16, 17 (twice), 19 (twice), and Sept 1

Southend-on-Sea, Essex
D class: Aug 8, 15, 20, 23, 30
D class: Sept 12, 30, Oct 8, 27 and 28
Relief D class: Aug 9, 12 (three times), 13, 22, and Sept 2
Atlantic 21: Aug 13, 15, 21, 22 (three times), 23, Sept 3, 8, 18, 19, 22, 23, 26 (twice), Oct 1 (twice), 3, 16, 17 (four times), 30 and 31

Southwold, Suffolk
Atlantic 21: Aug 2, 4, 12, 21, Sept 14, 15, 19 and 26

Staithe and Runswick, North Yorkshire
Relief Atlantic 21: Aug 25, 27, 28, Sept 17, 18 (twice) and Oct 3

Stornoway (Lewis), Western Isles
52ft Arun ON 1098: Sept 17 and Oct 2
Relief 52ft Arun ON 1103: Oct 3 and 22

Stranraer, Dumfries and Galloway
D class: Aug 13, Sept 19 and 24

Stromness, Orkney
52ft Arun ON 1099: Sept 19 and 28

Sunderland, Tyne and Wear
44ft Waveney ON 1043: Aug 14 (twice)
Relief 44ft Waveney ON 1001: Aug 20, 23 (twice), 25, 30, Oct 17 and 30 (twice)
D class: Aug 14 (twice), 15, 17, 20, 22 and 23

Swanage, Dorset
12m Mersey ON 1182: Aug 2 (twice), 3, 17, 21, 22 (twice), 27, 29, 31, Sept 10, 26, Oct 23 and 24
D class: Aug 2, 5, 17, 22, 29, Oct 21 and 23 (twice)

Teessmouth, Cleveland
47ft Tyne ON 1110: Aug 4, 7, 8, 29 (twice), Sept 22, 29, Oct 12 and 17

Teignmouth, Devon
Atlantic 21: Sept 17, 19 and Oct 9

Tenby, Dyfed
47ft Tyne ON 1112: Aug 17, 29 (four times), 31, Sept 9 (twice), 14, 24, Oct 19 and 25 (twice)
D class: Aug 6, 12, 18, 20, 29 (twice), 31, Sept 2 (twice), 4, 5, 29 and Oct 15

Thurso, Highland
52ft Arun ON 1149: Aug 4, Sept 29, Oct 16 and 25

Tobermory, Strathclyde
54ft Arun ON 1052: Aug 2, 13 and 21

Torbay, South Devon
54ft Arun ON 1037: Aug 2, 9, 11 (twice), 15, 22, 26, Sept 5, 13, 20, Oct 2, 16 and 17
D class: Aug 5 (twice), 7, 17, 24, 30, Sept 5, 15, 16 and Oct 9

Trearddur Bay, Gwynedd
Relief D class: Aug 28 and Sept 22

Troon, Strathclyde
52ft Arun ON 1134: Aug 8, 10, 18, 22, 24, Sept 5, 7, 11 (three times), 12 and 19 (twice)
Relief 52ft Arun ON 1071: Sept 25, 26, 27 and Oct 5

Tynemouth, Tyne and Wear
52ft Arun ON 1061: Aug 2, 15, 23, Sept 11, 12, and 15
Relief D class: Aug 21

Valentia, Co Kerry
52ft Arun ON 1082: Aug 1 (three times), 3, 8, 9, 20 (twice), 25, Sept 12 and Oct 5

Walmer, Kent
Atlantic 21: Aug 16 and Oct 16
D class: Aug 1

Walton and Frinton, Essex
47ft Tyne ON 1075: Aug 13, 27 (twice), Sept 4 (twice), 5, 6, 18 and 19

Wells, Norfolk
12m Mersey ON 1161: Aug 5, 17, Sept 4, 6 (twice) and 12
D class: Aug 5 and 8

West Kirby, Merseyside
D class: Sept 19 (six times)
Relief D class: Oct 1, 23 and 24

West Mersea, Essex
Atlantic 21: Aug 5, 8 (twice), 9, 12, 17, 23, 28, 29 (twice), Sept 3, 4 (twice), 5, 6, 12 (five times), 28, Oct 1, 3, 4, 17 (three times) and 21

Weston-super-Mare, Avon
Atlantic 21: Aug 30, Sept 12 and 17
D class: Aug 26 (twice), Sept 11, 17 and 18 (twice)

Weymouth, Dorset
54ft Arun ON 1049: Aug 7, 15, 16, 17, 21, 23, 28, Sept 5, 6 (twice), 12 (three times), 26 and 29

Whitby, North Yorkshire
47ft Tyne ON 1131: Aug 5 (three times), 17, 22 (twice), 28, 31, Sept 3, 23 (twice), 26 (twice), Oct 2, 3, 6, 8, 13 and 26
D class: Aug 25, 31, Sept 19, Oct 18 and 26

Whitstable, Kent
Atlantic 21: Aug 1, 7, 10, 15, 17, 29, Sept 3, 12, 18 (three times), 25, Oct 5, 9 and 29

Wick, Highland
47ft Tyne ON 1121: Aug 19, 21 (twice), Sept 12 and 28

Awards to Coxswains, crew members and shore helpers 1993

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

- Abersoch:** M. Davies* (Crew Member 16 1/2 years)
- Aberystwyth:** G.J. Edwards* (Crew Member 23 years)
- Aldeburgh:** N.A. Saint BEM (Mechanic 32 1/2 years, Reserve Mechanic 4 months, Crew Member* 3 1/2 years)
- Amble:** T. Crozier (Assistant Mechanic 19 1/2 years, Crew Member 4 1/2 years, Crew Member* 5 1/2 years)
- Angle:** G.J. Edwards (posthumous) (Coxswain 11 years, Crew Member 21 years)
- Anstruther:** D. Duncan (Tractor Driver 17 years, Tractor Driver Helper 8 1/2 years, Shore Helper 4 years)
- Appledore:** C.G. Edwards (Crew Member 19 years, Crew Member* 20 years); R.J. Tucker (Crew Member 14 1/2 years, Crew Member* 9 1/2 years)
- Arbroath:** S.M. Fergusson (Crew Member 25 years, Crew Member* 12 1/2 years); D.M. Clark (Crew Member 14 1/2 years)
- Arklow:** J. Lambert (Crew Member 17 years)
- Arran (Lamlash):** M.J. Bailey (Crew Member* 14 1/2 years)
- Baltimore:** J. Nolan (Shore Helper 12 years)
- Barmouth:** J.H. Stockford (posthumous) (Crew Member 24 1/2 years, Crew Member* 18 1/2 years, Silver Medal 1971); C.D. Griffith (Coxswain/Assistant Mechanic 1 1/2 years, Second Coxswain/Assistant Mechanic 2 years, Second Coxswain 1/2 year, Crew Member 7 1/2 years, Crew Member* 3 years); R.A. Haworth (Crew Member 25 1/2 years, Crew Member* 15 1/2 years)
- Barry Dock:** M. Fisher (Assistant Mechanic 2 years, Crew Member 11 years)
- Berwick:** J. Swan (Mechanic 4 1/2 years, Crew Member 4 1/2 years, Crew Member* 2 1/2 years, Shore Helper 13 1/2 years)
- Blackpool:** R. Browell (Crew Member* 13 years)
- Borth:** A. Hubbard (Crew Member* 13 1/2 years); R.W. Christian (Crew Member* 15 1/2 years)
- Bude:** J.M. Ball MBE (Crew Member* 25 years, Shore Helper 2 years)
- Burnham-on-Crouch:** J.C.D. James (Crew Member* 11 years); J. Tucker (Crew Member* 23 years)
- Burry Port:** D.R. Williams (Crew Member* 16 years)
- Clogher Head:** M.O. Tallon (Coxswain 16 1/2 years, Second Coxswain 8 years, Crew Member 9 years)
- Cromer:** P.G. Everitt (Crew Member 13 years, Crew Member* 20 years); M.A. Love (Crew Member 13 years); W.C. Cox (Crew Member 11 years)
- Dunbar:** R. Brunton BEM (Mechanic 7 1/2 years, Crew Member 27 1/2 years)
- Dungeness:** F.E. Paine (Mechanic 10 years, Tractor Maintenance Mechanic 3 years, Crew Member 16 years); P.E. Thomas (Second Coxswain 12 years, Crew Member 9 1/2 years, Shore Helper 4 years, Bronze Medal 1974)
- Eastbourne:** J.D. Cooper (Crew Member 5 years, Crew Member* 8 years, Shore Helper 2 years); R.J. Billich (Crew Member 10 years)
- Eyemouth:** J.P. Dougal (Crew Member 11 years)
- Falmouth:** R. Prynne (Crew Member 6 years, Crew Member* 11 1/2 years)
- Filey:** P. Marshall (Crew Member 6 years, Crew Member* 5 years)
- Galway Bay:** B. Mullin (Mechanic 18 years, Coxswain/Mechanic 8 years, Second Coxswain/Mechanic 3 years, Reserve Mechanic 1 year, Assistant Mechanic 6 1/2 years)
- Girvan:** W.F. Paterson (Coxswain 3 years, Second Coxswain 3 1/2 years, Crew Member 3 1/2 years)
- Happisburgh:** C.C. Cox* (Crew Member 25 years)
- Harwich:** D.B. Gilders (Coxswain 1 year, Second Coxswain/Second Assistant Mechanic 4 years, Second Assistant Mechanic 1 year, Crew Member 9 years, Crew Member* 15 years)
- Hastings:** W.C. Adams (Crew Member 15 years, Shore Helper 8 years); A. Bourdon-Pierre (Crew Member 1 year, Crew Member* 13 years)
- Hayling Island:** C.M. Goulding (Crew Member* 10 years); J.E. Jones (Crew Member* 10 years); S.J. Wilson (Helmsman 18 years)
- Holyhead:** D.T. Barry (Assistant Mechanic 16 years, Crew Member 6 years, Crew Member* 9 years, Shore Helper 4 years)
- Hoylelake:** J.S. Bird (posthumous) Head Launcher 25 years, Shore Helper 5 years); R.L. Beech (Crew Member 31 years, Shore Helper 4 years)
- Humber:** J. Essex (Crew Member 12 years)
- Ilfracombe:** M.J. Woodger (Crew Member 10 1/2 years, Shore Helper 28 years)
- Invergordon:** G.D. McBay (Assistant Mechanic 12 years, Crew Member 3 years); A.G.S. Mackenzie (Second Coxswain 12 years, Crew Member 5 years); E. Ritchie (Crew Member 12 years)
- Kinghorn:** W.S. Boston (Crew Member* 20 years)
- Lochinver:** I.W. MacLeod (Second Coxswain 9 years, Crew Member 4 years)
- Longhope:** V. Leslie (Crew Member 13 1/2 years)
- Lyme Regis:** K. Gollop (Crew Member* 5 years, Shore Helper 20 1/2 years)
- Lynton:** A.P. Coster (Crew Member* 28 1/2 years, Bronze Medal 1980)
- Mablethorpe:** J.E. Mayfield (Crew Member* 27 1/2 years)
- Moelfre:** G. Williams (Crew Member 20 1/2 years)
- Montrose:** R.S. Russell (Crew Member Montrose 9 years, Crew Member Arbroath 6 years)
- New Brighton:** G. Prince (Crew Member* 14 years)
- New Quay:** D.F.S. Davies (Crew Member 27 years, Shore Helper 4 years); I.D. Hides (Head Launcher 13 years, Crew Member 20 years)

North Berwick: S. Auld (Crew Member* 25 1/2 years); B.M. Pearson (Crew Member* 25 years, Bronze Medal 1973); J. Pearson (Crew Member* 25 1/2 years)
Oban: S.J. Thomson (Crew Member 14 1/2 years)
Padstow: T.P. Lloyd (Crew Member 19 1/2 years); N. Harding (Crew Member 11 years)
Penarth: P.J.W. Bussell (Crew Member* 12 1/2 years)
Portaferry: G. Savidge (Crew Member* 13 years)
Port Erin: H.R. Moore (Mechanic 19 years); R.A. Buchan (Coxswain 10 years, Crew Member 10 years); L. Watterson (Assistant Mechanic 9 years, Crew Member 3 years); J. Watterson (Crew Member 17 1/2 years, Shore Helper 9 years)
Porthdinllaen: J.B. Hughes (Crew Member 9 1/2 years, Shore Helper 14 years)
Port Isaac: J. Coshall (Crew Member* 14 years); N.J. Andrews (Crew Member* 22 1/2 years)
Portsmouth: A.C. West (Crew Member* 14 1/2 years) Queensferry: M.G. McDowell (Crew Member* 21 1/2 years); D. Quate (Crew Member* 16 years)
Red Bay: A. McMullan (Crew Member* 12 years); J. Burns (Crew Member* 10 years)
Redcar: T. Wilberforce (Crew Member 11 1/2 years, Crew Member* 27 years, Head Launcher 6 1/2 years)
Rhyl: B.A. Herbert BEM (Coxswain 18 1/2 years, Bowman 11 years, Deckhand 3 years, Crew Member 4 years, Crew Member* 6 1/2 years); D. Archer-Jones (Second Coxswain 10 years, Crew Member 13 1/2 years, Crew Member* 16 years, Bronze Medal 1973)
Rye Harbour: A. Edwards (Crew Member* 11 years)
Selsey: S. Hart (Crew Member 7 1/2 years, Crew Member* 10 1/2 years); D.F. Munday (Second Assistant Mechanic 3 years, Crew Member 16 1/2 years, Crew Member* 12 years, Bronze Medal 1983)
Sennen Cove: P.J. George (Shore Helper 21 years, Head Launcher 9 1/2 years)
Sheringham: K. Culley (Winchman 10 years, Shore Helper 2 years); A. Culley (Crew Member 24 1/2 years,

Shore Helper 19 years)
Shoreham Harbour: G. Lettres (Crew Member 17 years, Crew Member* 16 1/2 years); J.A. Condell (Crew Member 20 years, Crew Member* 23 1/2 years, Head Launcher 3 years)
Silloth: C. Akitt (Crew Member* 25 years)
Southend: M.L. Borkett (Crew Member* 10 1/2 years, Shore Helper 1 year); R.L. Kidwell (Crew Member* 23 1/2 years, Shore Helper 1 Year); I. Robinson (Crew Member* 17 1/2 years, Shore Helper 1 year)
Southwold: M.R. Helmer (Crew Member* 27 years)
St Abbs: L. Crowe (Crew Member* 19 years)
St Agnes: C.M. Whitworth (Crew Member* 10 years); J.T. Julian (Crew Member* 14 years)
St Davids: E.B. Bateman (Assistant Mechanic 8 1/2 years, Second Assistant Mechanic 9 years, Crew Member 16 years, Shore Helper 4 years)
St Mary's: D. Woodcock (Crew Member 23 years)
Staithe: D.F. Moffat (Crew Member* 14 1/2 years)
Swanage: W. Bishop (Head Launcher, Second Assistant Mechanic, Crew Member and Shore Helper for a total of 26 years)
Teesmouth: D. Ineson (Crew Member and Winchman 13 1/2 years)
Tenby: T.S. Lewis (Crew Member 23 years, Crew Member* 16 years)
The Mumbles: M.H. Prosser (Mechanic 5 years, Crew Member 15 1/2 years, Second Coxswain/Mechanic of the Angle Lifeboat 1 year); A. Eynon (Crew Member 34 years, Crew Member* 22 years); G. Ridd (Crew Member 35 years, Crew Member* 20 years); R.D.H. Arnold (Second Coxswain 6 years, Crew Member 11 1/2 years, Crew Member* 12 1/2 years)
Thurso: J.S. Mackay (Crew Member 10 1/2 years)
Torbay: P.A. Williams (Crew Member 10 years, Crew Member* 8 years)
Tramore: F.J. Nolan (Crew Member* 26 1/2 years)
Valentia: J.J. Houlihan (Mechanic 24 years, Second Coxswain/Mechanic 5 1/2 years, Reserve Mechanic 1/2 year, Assistant Mechanic 8 years, Crew Member 1/2 year, Bronze Medal 1963)
Wells: S.A. Frary (posthumous) (Crew Member 22 years, Deputy Head Launcher and Shore Helper 6 years); R.

Abel (Crew Member 33 years, Crew Member* 25 1/2 years); N.R. Money (Crew Member 19 years, Crew Member* 19 years); S.A. Abel (Crew Member 33 years, Crew Member* 25 years)
West Kirby: J.D. Hopkinson (Crew Member* 18 years, Shore Helper 5 years)
West Mersea: P.B. Clarke (Crew Member* 29 years) Weston-Super-Mare: T.J. White (Crew Member* 14 1/2 years, Shore Helper 2 years); R. Varcoe (Crew Member* 20 years)
Whitby: A. Fairclough (Crew Member 10 years, Crew Member* 10 years); P.N. Thomson (Coxswain/Mechanic 16 1/2 years, Second Coxswain/Mechanic 2 years, Mechanic 7 years, Crew Member 1 1/2 years, Crew Member* 1 year, Bronze Medal 1988)
Whitstable: M. Gambrill (Crew Member* 16 1/2 years, Shore Helper 12 years); J. Maitland (Crew Member 12 years)

LIFEBOAT SERVICES
AUGUST, SEPTEMBER AND OCTOBER
1993
 Continued from page 168

Wicklow, Co Wicklow
 47ft Tyne ON 1153: Aug 6 (twice), 14, 17, 22, 24, Sept 1, 4, 15, 16, Oct 8, 9, 10 (twice) and 24 (twice)
Withernsea, Humberside
 D class: Aug 7, 29 and 30
Workington, Cumbria
 47ft Tyne ON 1141: Sept 28
Yarmouth, Isle of Wight
 52ft Arun ON 1053: Aug 2, 7 (three times), 9, 11 (twice) and Sept 18
 Relief 52ft Arun ON 1160: Aug 22
 Relief 12m Mersey ON 1148: Sept 26, 29, Oct 9, 17 (twice), 18 and 24
Youghal, Co Cork
 Relief Atlantic 21: Aug 7
 Atlantic 21: Sept 5, Oct 9 and 10
Lifeboats on Passage
 52ft Arun ON 1108: Aug 9 and 14
 12m Mersey ON 1148: Sept 2
 Atlantic 75: Sept 13

Note: This list is compiled from reports received by 4 February 1994, there may be additional service for which service reports had not been received by that date.

Naming Ceremonies

New lifeboats named and dedicated

Girvan – Mersey class *Silvia Burrell*



Saturday 16 October 1993 saw the naming ceremony and service of dedication of the new Mersey class Girvan lifeboat *Silvia Burrell*, a truly remarkable occasion for the lifeboat community of Girvan, as well as the famous Burrell family. Around 600 invited guests attended the ceremony, which was combined with the opening of the new boathouse.

Miss Silvia Burrell, who died in January 1992 aged 92, was involved with the RNLI for many years and was perhaps best known for knitting mittens for lifeboat crews – she had knitted almost 400 pairs when failing eyesight forced her to stop. Miss Burrell's generous bequest of £680,000 provided the new Girvan lifeboat which was named in her honour by Mrs Sue Stephen, a god-daughter of Miss Burrell.

Almost 50 members of the Burrell

family braved the biting cold to attend the ceremony, coming from all parts of Great Britain and Ireland to hear Mrs Stephens pay tribute to this truly remarkable lady. Also taking part in the ceremony were His Grace the Duke of Atholl, Mr Caird Wilson ws, Captain North Hamilton-Dalrymple, Colin McKechnie and Mrs Vi Bone. The new boathouse was handed over to the RNLI by Sandy Grant Gordon, representing all donors, and was accepted by Archie MacKenzie.

Pictured (from left to right) are Archie MacKenzie, chairman of the executive committee of the Scottish Lifeboat Council and member of the committee of management, second coxswain Stuart Moffat, Mrs Sue Stephen, His Grace the Duke of Atholl, convener of the Scottish Lifeboat Council, Sandy Grant Gordon, Coxswain Roddy Leitch.

Trearddur Bay

– Dedication of lifeboat station

The gales abated, the rain ceased and the sun eventually shone for this out-of-season dedication on 5 February 1994.

The ladies of Holyhead WI led the singing of the national anthems. Squadron Leader Chris Taylor MBE, chairman of Trearddur Bay station branch welcomed over 200 guests and invited The Lord Stanley of Alderley, member of the Institution's committee of management and chairman of its fundraising committee, to unveil the plaque and hand over the keys of the lifeboathouse to Dave Turnbull, station honorary secretary.

A service of dedication followed conducted by the Reverend J. Nice and assisted by the Reverend R.F. Capon and Father Brian De Burca.

Squadron Leader Taylor invited Lady Stanley to officially declare the lifeboat station open and cut the ribbon. Lady Stanley was then presented with a bouquet by Stephanie Hughes, daughter of crew member Alan Hughes.

Finally, guests were invited to inspect the lifeboathouse and take refreshments. A salute by a Search and Rescue helicopter from C Flight 22 Squadron, RAF Valley, brought guests rushing outside – and while outside they discovered the new RNLI shop open for the first time! Committee members from Holyhead ladies' guild soon mastered the new cash register and almost £200 was safely in the till. **RP**

Relief Fleet – D class

Sharpe's Classic All Seasons

In a ceremony which took place about as far away from the sea as you can get, a new lifeboat was handed over and dedicated and a cheque to cover its cost was presented to the RNLI.

The ceremony took place during the Gift Fair held at the National Exhibition Centre, Birmingham on Wednesday 9 February 1994.

A cheque for £15,204.65 was handed over by Mike Bugler, managing director of W.N. Sharpe, who also presented the new D class lifeboat for use in the relief fleet.

The lifeboat and cheque were received by Anthony Oliver, deputy head of fundraising and marketing, who described the future role of the lifeboat. The Reverend Trevor Lockwood, National Exhibition Centre group chaplain, then dedicated the lifeboat before Mr Bugler named her *Sharpe's Classic All Seasons*.

This is the second year of support by W.N. Sharpe – last year £16,260 was raised for general funds, the money coming from the sale of personalised greetings cards.

Mr Bugler is pictured (right) presenting the cheque to Anthony Oliver, the RNLI's deputy head of fundraising and marketing.

Photo Post Studios



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Some ways of filling the coffers...

It Moosed be a mistake!



No-one in the RNLI's membership department had an inkling that Mr A. Moose of the Station Hotel, Hurworth Place near Darlington was anything other than a normal, valued member – and the landlord of the Station Hotel didn't suspect that his moose was anything out of the ordinary until he received letters addressed to him from the RNLI!

It seems that owner Keith

Archer, himself a member, was also hoodwinked by regulars (who have already contributed to the Landlubbers Appeal to the tune of some £1,200) who had enrolled the moose – owned by Hurworth cricket club which has adopted the pub as their headquarters – as a member.

Plans are afoot to upgrade Mr Moose's membership to Governor – which would give him a vote at the AGM!

Always on a Sunday

Who said 'never on Sunday'? Certainly not Helen Daniels, a committee member of Great Yarmouth and Gorleston ladies' guild and secretary for the Flegg area.

For the past five years, averaging three hours a stint for some 15-17 weeks throughout the summer, Mrs Daniels and a helper have taken a bucket collection at a Sunday market in the area, collecting a total of £11,277.80 over the five years.

The Flegg area covers a very large number of villages and during the annual flag week Mrs Daniels and her stalwart helpers are out collecting. In 1993, for example, a total of £2,015 was realised, and that was in addition to the £2,408 Sunday market collection for the same year.

Celebrity Lunch



Ladies of the Belfast branch organised a celebrity luncheon in Belfast's City Hall which was hosted by the Lady Mayoress, Mrs Stella Empey.

Television personality Anne Gregg was the chief guest at the event which raised £2,000 for branch funds.

Photo Belfast Telegraph

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.

In brief

FOR the last two years Mrs Robinson of Kildale Marine Boat Chandlers at Hull Marina has sold RNLI Christmas cards and calendars on behalf of Hull ladies' guild. Sales for 1992 were £466 and for 1993 over £957. She hopes to sell even more this year and will also be selling Bevan Bears in aid of the Humber lifeboat appeal.

A SILENT auction organised by the West Wight guild last November raised £840 and a coffee morning later in the month raised a further £347.

THE Fishguard and Goodwick ladies' guild souvenir caravan made its first public appearance last May. Donated by Miss Nesta Perkins of Goodwick and customised by the crew during the winter, it proved very popular and profitable throughout the summer.

SOME 60 guests who attended the punch, pies and carols evening organised by Hitchin branch were treated to most enjoyable singing from the Riseley Singers, excellent punch, and delicious food. The event realised a profit of £324.94, of which over £200 came from the tombola stall.

AN ASSAULT was mounted on the St Nicholas shopping centre in Sutton last December. The Sutton, Cheam and Worcester Park branch set up a souvenir stall and collectors with buckets were sent off on a foray round the centre. At the end of the day a total of £1,661 had been collected, a record for a one-day collection by the branch.

December collections at three venues in the area realised over £4,100.

Some ways of filling the coffers...

In Brief

A CHRISTMAS coffee morning held at the home of Mrs Tricia Lowsley Williams in Kingsand resulted in a remarkable sum of nearly £400 being raised for **Rame Peninsula** branch.

ANDREW Young, regional manager for the South West, joined serving **Looe** branch committee members at the home of newly elected branch chairman John Shearsmith and his wife Shirley, branch secretary, for a luncheon to honour and thank four committee members who had recently retired. Mrs Margaret Dan, now honorary president, Tim Corkhill, Eddie White and Ian Walker, had between them served a combined total of 52 years and helped the branch raise over £51,000 in the past five years.

THE GUILDFORD Coastal Cruising Club, the musical group **Rendezvous** and members of **Guildford** branch joined forces to serenade shoppers in the Friary Centre with Christmas carols last December and raised £307.

THE TENTH annual Bring and Buy sale held by **Hampstead Garden Suburb** branch produced a record £1,000. The sale of souvenirs, bric-a-brac, good-as-new clothes, cakes and a splendid raffle all went towards the splendid sum.

A TOTAL of £2,000 was raised by **Bourne End** branch from a raffle which was drawn at its annual general meeting. First prize was a television.

THE CHRISTMAS draw held by **West Itchen** branch realised a profit of £447 – its best year ever.

Off to a tee...

When Harpenden branch made its annual visit to Ladies Day at the mid-Herts Golf Club at Gustard Wood they sold £603 worth of souvenirs and gifts. A raffle and the donation of the green fees increased the total for the day by a further £64. Even before the selling started the club secretary, Richard Jourdan, had handed over £430, the Institution's share of a considerable sum raised by club members Graham King and Robert Daley by a sponsored golf marathon in aid of several charities.

Mrs Betty Leng, new chairman of Hull ladies' guild, received two cheques from Mrs Anne Ashton, lady captain of Hull Golf Club whose lady members raised £800 from various fundraising events last year. The second cheque for £874.94 was the proceeds of the golf club's Am-Am competition, sponsored by Dixon Motor Holdings (Yorkshire). Equal amounts were also presented to the Diabetic Association.

Lakeland appeal

To celebrate its centenary Lake district branch has launched a special appeal. The Rt Hon Viscount Whitelaw launched the appeal at a luncheon in Bowness on Windermere when £2,000 was raised.

The aim of the appeal is to fund a new Atlantic 75 lifeboat to be stationed at Silloth on the Cumbrian coast. Functions to date have brought in a total of £10,000.

Local heroes

Pupils of Shawbost School on the Isle of Lewis decided to help the Stornoway lifeboat crew by donating some of their charity sponsor money to provide a video recorder for training films.

Headmaster Donald Macleod said that the school helped various charities every year but whereas money collected for the Institution went to headquarters, it was decided to donate a gift to the local lifeboat for use by crew members.

Kaye Macleod, Joanne Macdonald and Lena Macdonald were chosen to present the gift to Coxswain Calum Macdonald.

Caribbean Mermaids

Last December saw the ballroom at the Hilton Hotel on Park Lane transformed into an island 'somewhere in the Caribbean'. The occasion was the annual Lifeboat and Mermaid Ball which is organised by the Central London Committee. Amongst the palm trees guests could dance to a steel band, try their luck at limbo or win prizes in the local market.

Over 700 guests attended and by the end of the evening £100,000 had been raised for the lifeboat service.

Roll out the barrel

Landlord Andy Swann and eleven of his regulars from the Famous George pub in Seaton relayed a full barrel of beer more than nine miles between Seaton and Lyme Regis to collect money for the small Seaton, Beer and District branch.

It took five hours for the team to carry the 18 gallons to Lyme Regis where they were rewarded with the knowledge that £600 had been collected. 'It has always been one of my ambitions to organise an event which combines a personal challenge with raising funds for a worthwhile cause, and this one certainly fitted the bill' said Andy. The money was presented to Mrs Barbara Harding, honorary secretary of the branch.

On target!

During a recent recording of the television quiz 'Bullseye', Flamborough ladies' guild was nominated by the two finalists, Martin Noakes of Pinxton and John Mullins of Flamborough, to benefit from the amount won by celebrity dart player, David Richard-Page, who scored 260 using nine darts.

As a result Central Productions forwarded a cheque for £260 to the guild and a gentleman from Pinxton also matched this amount, making a grand total of £520.

Boxing clever



During the filming of the BBC television drama series 'Lifeboat', due to be shown this Spring, members of Penarth ladies' guild were asked to man fundraising stalls and act as extras.

The ladies make their appearance in episode seven and with extra fees, money given for stalls, plus a donation, £800 was raised for the guild. The ladies are pictured during a break in the filming.

Keys to success

Sally Bishop and Anne-Marie Hastings, a talented two-piano duo, are British entrants in an international competition to be held in Japan this year and on hearing this Mrs Ann Stubbs, chairman of Lymm ladies' guild, asked if they would be prepared to play their programme under concert conditions at her home.

The result was an evening of dazzling piano playing which delighted all who attended and raised almost £450.

In Brief

THE **Croyde, Braunton and District** branch celebrated 21 years with a dinner held at Croyde Bay House Hotel. Mr and Mrs Penny laid on a superb meal and a most enjoyable and entertaining evening evolved. John Eveleigh, a founder member was present, and time was spent reminiscing on events from the past - like when a sand castle competition was held and the tide arrived too soon and washed all the castles away!

MRS EDITH Griffiths, treasurer of **Whitby** ladies' guild, was recently awarded a Silver badge. She has been a committee member for over 20 years and treasurer for the last 13 years, helping the guild raise between £10,000 and £12,000 annually.

IN ITS eleven days of trading, **Ramsey** ladies' guild Christmas shop raised £4,800. A fully equipped and carpeted shop in Ramsey's main street provided a most attractive venue and the ladies' cheerful service and behind the scenes labour all helped to achieve the splendid result.

ANOTHER Christmas shop achieved a similar result, manned by **Havant** branch. With the help of Hayling Island crew member Graham Raines, a vacant shop unit was provided in the Meridian Shopping Centre where local branches provided a stock of good used clothing, bric-a-brac and books, a large stock of Christmas cards and souvenirs. In just a week £4,383 was raised for the new lifeboat station on Hayling Island.

IN JANUARY **Plympton** branch celebrated its first meeting of 1994 on a high note by being presented with two cheques, the first for £1,000 raised from a fashion show organised by the branch in November and the second for £200. This was presented by Doctor Savage and members of the Sir Joshua Reynolds Choir, being the proceeds of a carol service held last December.

AT A recent coffee morning Pat Moore, chairman of **Bishopston** branch was thrilled to present a cheque for £3,000 to Peter Williams, area organiser for Wales and Mercia. Most of the money had been raised by Ida Treseder, souvenir secretary, in running a new shop at the Horton and Port Eynon lifeboat station.

Riding out the storm

A Falmouth man who set up a taxi company last year and weathered the recession with an expanded fleet has attributed his success to his experience as a lifeboatman! And, to celebrate one year in business, he has donated £300 to the RNLI.

John Palmer, a crew member at Falmouth, started with a secondhand car and received 19 calls in his first week. Now he has three smart vehicles and takes over 600 calls a week. Each time the phone rings 1p is donated to the RNLI.

'I think being a lifeboatman has in many ways prepared me for this business. You've got to be able to work hard and cope with the long hours in all weathers. At the same time you have got to get on with people'.

With such a heavy schedule Mr Palmer said that sometimes his emergency bleeper goes off while driving. 'A few times I've been in the middle of a fare and my bleeper has gone off. I just have to apologise to the customer and race down to the quay. On the way I radio for another taxi and they get a free ride home!'

Biggest box?

Since June 1992 the permanent collecting box at the Burlington Hotel in Eastbourne has produced £7,500.

Fred Murcutt, box secretary for Eastbourne branch, wonders if this is a record. Can other branches beat this figure?

Eight in a row

Last year 33 members of Wallingford Rowing Club sculled their way down the Thames from Oxford to Wallingford to raise money, both for new equipment and for the RNLI. Later, as the picture shows, an 'eight' from the club arrived at Days Lock where the club's chairman Roger Brown presented £400 to Lyn David (in the boat), chairman of Days Lock Island branch (and local lock-keeper). The money will go towards the Yarmouth, Isle of Wight's £50,000 boathouse renovation appeal.

Days Lock is also the venue for the annual Poohsticks championships, traditionally held on the first Sunday of the new year. The event, the tenth of its kind, is likely to end this year on the retirement of Lyn David. He and his wife Pat have been avid lifeboat supporters for many years and have raised £170,000 since 1978.

Wine and teds

The 1993 sponsored Beaujolais run organised by Helston branch was assisted by Tyne Ted, the branch mascot. Made by Della Parish, Tyne Ted wears a lifejacket specially made for him at AP Valves who specialise in diving equipment and will be present at most of the fundraising events organised by the branch.

Four people made the trip to France and the Peugeot car supplied by Carrs of Helston completed 1,420 miles in 27 hours. Two cases of Beaujolais were donated by Alaine Nesme, a French wine producer and were auctioned at a disco evening in Carrs showrooms. The first bottle was sold for £47 with the remainder being sold for bids between £10 and £15.

Way over the top!

Nearly 200 stars of stage and screen bopped the night away at a glitzy fancy dress party organised by Chorleywood and Rickmansworth branch.

The theme was 'Over the Top' and a glittering Gary, pouting Madonna and a gyrating Michael Jackson were among the mountaineers and mad medics dancing to music supplied by the Legend band. The team prize winner was the Chorleywood Society for the Protection of Lemmings! A great time was had by all and the Institution benefited to the tune of £2,800.



Photo Oxford Mail and County Newspapers

In Brief

Mrs PEARL Hammond celebrated her 70th birthday by inviting friends to give money to the RNLI instead of presents, resulting in a £70 donation to Didcot branch.

TO MARK 40 years of fundraising Thurrock branch held a wine and cheese evening. A third-scale model of a Brede class lifeboat built by members is proving a great attraction at fundraising events. A CHRISTMAS lottery organised by Marlow and District branch raised in excess of £1600.

THE CANAL Taverners Boat Club in Bradford on Avon recently presented a cheque for £650 to Frank Smith, coxswain of Salcombe lifeboat. The money was the result of a charity auction and other events held by the club which raises money for Salcombe lifeboat, the link having been forged through ex-crew member Andrew Burner, landlord of The Canal Tavern, home of the club.

EACH year a troop of Chase Terrace Scouts ask several organisations to give a talk. Last year the topic was saving life and Mrs Iris Brookes, honorary secretary of Cannock branch was asked to talk to the boys. After showing the video 'A Good Job, Well Done' the boys voted to which charity they would donate the money raised from their carol service. The RNLI won, and £85 was presented to Mrs Brookes.

Top Box

Michael Ashley, south east regional manager, presented the Roderick cup to Phil Barry, the proprietor of the Beachcomber Cafe, Barton-on-Sea, the winner of the annual competition for the top collecting box

The ladies in the photograph are Mrs Elva Curtis, souvenir secretary, and her daughter Gillian who sold souvenirs to

Cook's tour ends!



After 26 years as landlord of the Captain Cook pub in Teesmouth, Ronnie Rees (left) is retiring and to commemorate his fundraising efforts Teesmouth lifeboat station presented Ronnie with a plaque.

Harry Aspland, shore helper at the station, has collected money from the pub's collecting box for 20 years and he

was delighted to present Ronnie with the plaque, commenting: 'The pub has one of the best boxes we know because Ronnie always cajoles his customers to contribute'.

photo Evening Gazette, Teesside

Swim for the lifeboat!

And that is just what Basingstoke Sub-Aqua club did! Their sponsored swim and collection raised a grand total of £338.55 plus £24 on the evening when they presented Basingstoke and District branch with the money on an inscribed 'fin'.

Also in Basingstoke was Pippa Welch, who crewed in the last Whitbread round-the-world race aboard *Hofbrau Lager*. She has been giving talks about her experiences in the race and has raised £114.70 for the branch.

Last but by no means least, Charles King sacrificed his beard for the RNLI and collected £162 from colleagues

the value of £11,000 during 1993, mostly in the garden of the Beachcomber Cafe where they set up their stall on every possible fine day during the summer. The branch sent over £22,000 to headquarters last year.

Pictured from left to right: Michael Ashley, Miss Gillian Curtis, Phil Barry and Mrs Elva Curtis.



photo Nicholas Gossip Photographic

The Fundraisers

We endeavour to include all fundraising items submitted by branches, guilds and other contributors which are received in time for publication.

The Summer issue of *The Lifeboat* appears in early July 1994, and all items for inclusion in this section should be received by Monday 23 May 1994. Photographs (colour or black and white prints) are welcomed but we cannot guarantee publication.

People and Places

around and about the RNLI

In appreciation...

Back in September 1992 Andrew McDonald was sailing his father's yacht *Whisky Mac* when she ran into trouble near the Channel Islands – see The Lifeboat, Winter 1992/3 – and the Alderney lifeboat was launched to her aid.

Andrew is a talented artist, with maritime subjects his speciality, and after being brought safely ashore promised the crew of the Waveney class *Louis Marchesi of Round Table* that he would paint a picture of the rescue and give it to the station as a token of his appreciation.

When Andrew had completed the work there remained one problem –



Andrew McDonald (right) hands over his painting to commemorate the rescue of the yacht *Whisky Mac* to Steve Shaw, coxswain of the Alderney lifeboat, in the Training Centre at the RNLI's Poole headquarters.

transporting a 40in by 28in painting safely to the island!

By good fortune the station's crew were at Poole during February to train on the new Trent class boat which is to

be their temporary station lifeboat.

Andrew was therefore able to hand the painting over in person to the coxswain of the Alderney lifeboat, Steve Shaw.

Obituaries

With deep regret we record the following deaths:

OCTOBER 1993

Mrs E. Hill, honorary secretary of Gourcock ladies' guild from 1954 to 1974. She was awarded a Silver badge in 1964 and a Gold badge in 1975.

Mrs Sheena Luke, honorary secretary of Blairgowrie branch from 1980 to 1988 and also vice chairman from 1986 to 1988.

NOVEMBER 1993

Ken Derham, chairman of Mudeford lifeboat station from 1976 to 1993. He was the founder honorary secretary of the station in 1963, a post he held until 1976 when he became the deputy launching authority until 1985. Mr Derham was awarded a Silver medal in 1959 for a shoreboat service and a Gold badge in 1984.

DECEMBER 1993

Bill Perrin, coxswain of Skegness lifeboat from 1947 to 1965, having served as second coxswain from 1934.

Patrick Keohane, coxswain of Courtmacsherry lifeboat from 1974 to 1976. He joined the crew in 1952 and served as second coxswain from 1953 until his appointment as coxswain.

David Geldart, station honorary secretary of Hoylake lifeboat from 1980 to 1985 and from 1961 to 1968. He also served as the deputy launching authority from 1971 to 1979.

Frederick Train, coxswain of Hartlepool lifeboat from 1967 to 1968. He joined the crew in 1961, was bowman from 1963 to 1966 and then served as second coxswain until his appointment as coxswain.

Reginald Wood, a founder member of Erdington branch and chairman from 1979 to the date of his death. He was awarded a

Silver badge in 1989.

Mrs Marjorie Cobb, a founder member of Broadstairs ladies' guild in 1972, she had held the posts of chairman and president. She was also a founder member and chairman of Margate ladies' guild in 1957. Mrs Cobb was awarded a Silver badge in 1966 and a Gold badge in 1978.

Mrs Lillian Rodgers, chairman of New Romney & Romney Marsh branch. She also held the posts of lifeboat week organiser from 1965 to 1981, box secretary from 1981 to 1988 and was souvenirs secretary from 1988 to 1991. Mrs Rodgers was awarded a statuette in 1984.

JANUARY 1994

Major General Richard Jeff CBE, station honorary secretary of Lyme Regis lifeboat from 1972 to 1984.

William Cottier BEM, coxswain of Ramsey lifeboat from 1952 to 1972. He was awarded the British Empire Medal in 1971.

Michael Walsh, coxswain of Ballycotton lifeboat from 1950 to 1977. He served as second coxswain from 1940 to 1950 and was awarded a Bronze medal in 1943.

Frank Bloom, coxswain of Walton & Frinton lifeboat from 1964 to 1983. Having joined the crew in 1945 he served as bowman from 1947 to 1951 and as second coxswain from 1952 until his appointment as coxswain. He was awarded a Silver medal in 1975, a Bronze medal in 1966 and the Thanks of the Institution on Vellum in 1966 and 1973.

FEBRUARY 1994

Major J.N.S. Allen-Mirehouse, station honorary secretary of Angle lifeboat from 1952 to 1987. He was awarded a Gold badge in 1980.

Lt Cdr M.W. Bond, honorary secretary at West Mersea lifeboat station from 1968 to 1983.

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:

- Bangor** – Crew member J. Mullan
- Beumaris** – Crew member J.G.L. Parry
- Kinghorn** – Crew member W.J. McIntosh
- Lowestoft** – Coxswain J.W. Catchpole
- Rhyl** – Crew member D. Simmons, shore helper J.H. Vickers
- Southwold** – Crew member J.P.A. Adnams
- St Bees** – Crew member C. Patterson
- St Ives** – Second coxswain mechanic T. Cocking
- Tynemouth** – Assistant mechanic G. Cowan

On Station

The following lifeboats have taken up station duties:

ALL-WEATHER

Aldeburgh – Mersey 12-34 (ON 1193)
Freddie Cooper on 19 December 1993.

INSHORE

Criccieth – B531 *Foresters* on 4 December 1993.

Sheringham – B702 *Manchester Unity of Odd Fellows* on 29 January 1994. *Note: B702 is the first of the new Atlantic 75 class to be placed on station.*

Flamborough – B703 *Jason Logg* on 16 February 1994.

Relief – D444 *Sharpe's Classic All Seasons* on 9 February 1994.

The winning touch

Actress Wendy Craig, a keen supporter of the lifeboat service, drew the winning tickets of the RNLI's 64th national lottery on 31 January. The first prize was a Volvo 460Li car donated by Volvo Car UK and the draw took place at the company's headquarters in Marlow.

Volvo has supported the Institution for a number of years, helping to fund two all-weather lifeboats and shoreworks. The draw was made at Marlow to give Volvo staff a chance to participate and see the results of their efforts.

In charge of proceedings were Charles Hunter-Pease, managing director of Volvo Car UK and a member of the Institution's fundraising committee, and

Anthony Oliver, deputy head of fundraising and marketing.

The draw raised over £160,000 and the prize winners were:

Volvo 460LI car – Mrs M. Hullah, Wetherby, West Yorkshire.

£1000 – L. McCarton, Gateshead, Tyne and Wear.



Wendy Craig draws the winning ticket for the Volvo

The Other parts

The RNLI is renowned for never saying no to those requiring assistance on water – but a recent call to Barnham stretched the interpretation a little – as it is 15 miles by road from Selsey and 8 miles inland!

Two people were marooned in a car by flash floods and a complex of homes for the elderly, which housed 200 people, was also giving cause for concern.

Sussex Fire Services asked Solent Coastguard for assistance and they in turn alerted Selsey and Shoreham lifeboat stations. Selsey's honorary secretary, Clive Cockayne, and Coxswain Mike Grant mustered the crew and loaded the D class lifeboat onto a lorry, having made sure that a full crew was left to man the all-weather lifeboat.

On arrival at Barnham they ferried 40 elderly people to safety, plus other civilians – although the lifeboat was 'stranded' for a while on top of a street bollard.

When checking a coach for casualties, with water almost up to the top of its windows, the lifeboat bumped into a car which had been swept down by the flood, crashing into the coach which had been swung sideways across the road.

During its searching one of the lifeboat's sponsor compartments was punctured – by a keep left sign under the railway bridge – but with everyone accounted for the lifeboat was released after three hours.

What was that about 'reaching the parts that other...'

£500 – C.J. Holland, Northolt, Middlesex.

£250 – Mr & Mrs W. Stewart, Gillingham, Kent.

£100 – P.E. Evans, Llnwrda, Dyfed; Miss Elliott, Canvey Island, Essex; Major J. Showell-Rogers, Poole, Dorset; R.F. Lyddon, Bideford, Devon; Ticket No. 1373870 (name and address illegible, please submit a claim)

£50 – Mrs J.R. Crooks, Bath, Avon; P. Thomas, Lower Langford, Avon; C. Cooper, Little Horsted, East Sussex; K.J. Jarman, Ottershaw, Surrey; W.A. Dunlop, Doonfoot, Ayr.

New Years Honours

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

Lt Cdr Brian Miles CBE, director, RNLI
James Budge MBE, coxswain of Longhope lifeboat

Archibald Henley MBE, coxswain of Bembridge lifeboat

Robert Kemp MBE, coxswain of Walton and Frinton lifeboat

Peter Murray MBE, coxswain of Anstruther lifeboat

Mrs Thelma Dowding MBE, president of Great Yarmouth and Gorleston ladies' guild

Mrs Louie Rigby MBE, president of Silloth and District branch

Another award with RNLI connections, but not for services to the Institution, was made to:

William Morrison CBE, Chief Scout, (*The Scout Waveney class lifeboat is stationed at Hartlepool*).

A Special Relationship

Tim James is a sergeant in the American Air Force, based at RAF Edzell, and became involved with Montrose lifeboat station about 18 months ago, eventually becoming an enrolled crew member on the station's Tyne class lifeboat Moonbeam. As Tim is probably the only American serviceman in a lifeboat crew we asked him for his background and his reasons for joining the crew:

I had to think quite a bit about what I could say, deciding in the end to just describe what one might call the 'special relationship' I have come to have with Great Britain.

I arrived in Great Britain in 1982, a young American serviceman with high expectations of what life 'over the sea' would be like. After a total of seven years here my wife Sherry and I still feel a special affection for Britain and almost consider it home.

Today, I am still an American serviceman, currently attached to the US Air Force detachment at RAF Edzell in Angus, Scotland, but I am also a crew member on the Montrose lifeboat *Moonbeam*.

My interest in the RNLI goes back to 1982 when I first became aware of the lifeboat service. I remember seeing a television documentary on the RNLI and was full of respect for the service it provided. After my first tour in Suffolk, I was reassigned back to America in 1985. My new assignment was in Colorado Springs and while there I became certified as an emergency medical technician. Wanting to put my training to use I joined the local mountain rescue team and came to enjoy the satisfaction and comradeship associated with volunteering to help others in need.

When I returned to Britain I really missed the opportunities I had in Colorado and searched for some way to become involved in the community. Sherry and I always try to take advantage of the opportunity we have been given to associate with local communities in an overseas area. By becoming involved in our community we have the chance to give something back for the hospitality we receive.

After another 2 1/2 years in Suffolk we decided to make the move to Scotland, and it was here that I had the opportunity of becoming involved with the RNLI. My experience with the lifeboat is something I will always treasure. The first day I showed up at the lifeboat to ask if I could become involved the coxswain, Bill Cargill, looked me in the eye and asked if I was sure. When I said yes he handed me some kit and began the process of training me. After a year with the crew I can say this really is one of the most rewarding things I have ever done. The way the crew accepted me and showed me immense patience as I learned the ropes is a testament to their true professionalism. I look forward to the next couple of years I will have with *Moonbeam* and will truly miss her when I leave.

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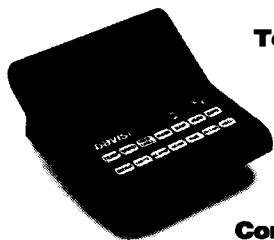
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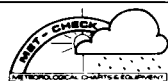
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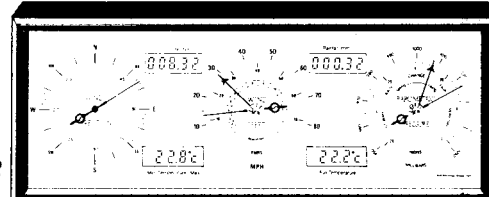


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