



The Lifeboat

Autumn 1994

Fast lifeboat materials

New stations for Ireland

Lifeboat services around the coast



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 1,300 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. CFRL43, RNLI West Quay Road, Poole, Dorset BH15 1HZ.

Lifeboat



Royal National
Lifeboat
Institution
Contents
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COVER PICTURE

by Edward Mallinson
The third Trent class, *Blue Peter VII*, pictured off the island of Alderney during crew training before going to her station at Fishguard. She is the first all-weather lifeboat to carry the 'Blue Peter' name.

Next Issue: The Winter issue of THE LIFEBOAT will appear in January 1995, and news items should be received by 11 November 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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Royal visit to four Scottish stations

The RNLI's President, HRH The Duke of Kent, visited four lifeboat stations on the west coast of Scotland during a two day visit in July.

On 21 and 22 July, the President met lifeboat crews, fundraisers, lifeboat station officials and RNLI staff at Helensburgh, Largs, Girvan and Troon and was able to go afloat in Helensburgh's Atlantic rigid inflatable and the all-weather lifeboats at Girvan and Troon.

Important – changes to arrangements for the Annual Meetings

The date and place of the RNLI's 1995 Annual General Meeting and Annual Presentation of Awards differ from those of the past few years:

The place: **The Barbican Centre**

The date: **Thursday 18 May 1995**

The new venue for the AGM and APA was announced at the 1994 Meetings, as the RNLI considers that the Barbican is able to offer facilities better suited to the occasion. However since the original date was decided a Bank Holiday has been moved and VE Day celebrations planned which could make travel and accommodation in London difficult. As a result the date of the meetings has now been changed to Thursday 18 May 1995. Some printed material, including the RNLI's 1995 diary, was distributed before the change was made and should be disregarded.

Further details will be provided in the Winter and Spring issues of The Lifeboat

Please note change of date

NEWSPOINT

The RNLI's initiatives to promote safety – rather than just reacting to emergency situations – is gathering pace, linked with efforts to ensure a greater awareness of the Institution by younger people.

Elsewhere on these pages are details of just two of the initiatives, a link with the RAC which is not only aimed at raising a substantial sum of money but which also seeks to raise awareness – many readers may have heard the joint safety messages broadcast on local radio throughout the summer months.

Although the raising of young people's awareness is not directly aimed at promoting safety it will, no doubt, have a 'knock-on' effect – if children are aware of the RNLI and its work they will also be aware of some of the dangers inherent in the sea and the sea-side.

Considerable work has gone into the first pack aimed specifically at school children, being developed by an ex-teacher now working for the RNLI and providing teachers with many opportunities to incorporate the Institution's work into their curriculum.

Old lifeboats shipshape and Chatham fashion...

The collection of historic lifeboats which was once housed at the now-closed Bristol Lifeboat Museum has found a new home and should be on display once again in the not too distant future – the target being Easter 1995.

The eight lifeboats concerned had been stored safely, but inaccessibly, for some five years following the closure of the museum until April of this year, when negotiations with the Historic Dockyard at Chatham in Kent came to fruition.

The sight of eight old lifeboats making their way along the M4 no doubt turned some

heads, but they are now safely under cover again in one of the large covered slipways in the Historic Dockyard.

Some restoration work is required and as neither the RNLI nor the Historic Dockyard, which is also a charity, can expend funds on the boats the Lifeboat Enthusiasts Society is collating information and helping to organise the work.

The collection is not yet on view to the public, but we will keep readers up-to-date with progress and hope to publish the scheduled opening date in THE LIFEBOAT as soon as one has been fixed.

ON 927 *Grace Darling*, part of the national lifeboat collection and now at the Historic Dockyard in Chatham awaiting display to the public again.



Hidden Treasures

The National Maritime Museum is holding a series of one day seminars designed for the enthusiast and giving access to the museum's reserve collections not normally on show to the public.

One seminar is titled 'The Development of the Lifeboat 1790-1990' and is scheduled for Thursday 8 December 1994. Full details from the museum on 081-312 6710.

Educational resource pack now available

The RNLI has been making strenuous efforts recently to awaken further the interest of young people in the lifeboat service.

One result of this has been the development of a Primary Resource Pack, aimed at children between the ages of 7 and 11.

Teachers will find the pack, which is called 'Launch!' and costs £5, provides a number of curriculum opportunities and the material can be adapted to a variety of teaching and learning styles.

'Launch!' has been researched, written and trialled extensively by teachers and education professionals to ensure its suitability for the classroom. It includes a comprehensive teacher's guide, posters, pupil activity worksheets, a chart, dramatic rescues on audio tape, fact cards and details of Storm Force.

The pack can be obtained from Anne Millman, Youth Promotion Co-ordinator at the RNLI, West Quay Road, Poole, Dorset, BH15 1HZ. Cheques should be payable to the RNLI.



Additional Awards

The recipients of two additional annual awards for lifeboat services were announced recently.

The Maud Smith bequest for the most outstanding act of bravery in 1993 has been awarded to Joint Second Coxswain William J. Clark of Lerwick lifeboat. The award was for a service on 17/18 November 1993 when Joint Second Coxswain Clark took his Arun class lifeboat alongside a grounded factory trawler and took off 37 survivors. The service earned him the Institution's Bronze Medal.

Maud Smith left a bequest to the RNLI in 1943 to provide the award – a small cash payment and a certificate for the recipient and his lifeboat station.

The Ralph Glister Award has been won by the crew of the St Bees' C class lifeboat – helmsman Ian McDowell and crew members Alastair Graham, Marcus Clarkson and Paul McDowell – for a service to a fishing boat aground on a reef in which her two crew were rescued. Helmsman McDowell also received the RNLI's Bronze Medal for the service, carried out on 31 July 1993.

The award, a small cash sum and a certificate, is for the crew of the inshore lifeboat carrying out the most meritorious service during the year. Ralph Glister left a legacy in 1968 to provide the award and as the funds have now run out the St Bees crew will be the last recipients.

New members for RNLI committees

Two new members have been appointed to the RNLI's influential committees.

Committee of Management
Rear Admiral John Myres has been appointed a member of the Committee of Management. Rear Admiral Myres was an ex-officio member of the committee while he was Hydrographer to the Navy – a position he held from 1990 – but following his retirement in April 1994 he has now been elected as a full member.

Executive Committee
Mrs Alison Saunders becomes the first woman to be appointed to the Executive Committee, having also been the first woman to act as chairman of one of the RNLI's specialist committees – the Fundraising Committee. Mrs Saunders has been a member of the Fundraising Committee since 1982 and the Committee of Management since 1985.

Joint RNLI and RAC initiatives

A fundraising link-up between the RAC and the RNLI called 'Supporting Outstanding Services' was unveiled at St Katherine's Dock in London in May.

The RAC's director of public affairs, David Worskett, said 'a key reason for this link-up is the two rescue organisations' shared values; the ongoing commitment to enhance efficiency through investment in leading edge technology, and of course our respective heritages.'

RAC employees have welcomed the link with an organisation with which they feel they have much in common and are busy with initiatives and activities to help reach the target of raising £150,000 for the Institution. Throughout the rest of this year and into

1995 they will be involved in a wide range of local, regional, national and business linked fundraising activities on behalf of the RNLI.

More than 70% of Britain's motorists make UK holiday trips during the summer months and almost a third of these are to coastal resorts so, in addition to the fundraising activity, the RNLI, RAC and HM Coastguard joined forces in a Summer Safety Campaign. This was intended to promote safety at sea and on the road during one of the busiest periods for seaside rescue and roadside recovery and generated wide media interest.

This issue of THE LIFEBOAT contains two leaflets offering RAC benefits to RNLI supporters which will also help to contribute to the £150,000 target.

Aldeburgh boathouse shortlisted for award

The RNLI's new and innovative boathouse on the foreshore at Aldeburgh has been shortlisted by the Royal Institute of British Architects for one of its 1994 Architectural Awards - presented annually for the best new buildings in each of the RIBA's 14 regions. Last year only 36 buildings throughout the country qualified for the award.

The Institute makes the awards to buildings which are sufficiently 'thoughtful, imaginative and satisfying to achieve public notice' in the opinion of a panel of judges consisting of two architects and one lay member. The winners had not been announced at the time of going to press.

Birthday Honours

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

MBE: Lieutenant David Case
RNVR

Honorary secretary of Wells lifeboat station since 1969. He had also been a crew member from 1964 to 1969 and a shore helper for ten years from 1953. Lt Case was awarded a Gold badge in 1990 and binoculars in 1979.

MBE: Stuart Ogden
Coxswain of Scarborough lifeboat since 1987 having first

joined the crew in 1979 and served as second coxswain from 1983 until his appointment as coxswain.

MBE: William Roberts
Coxswain of Moelfre lifeboat from 1972 until his retirement in May this year. He first joined the crew in 1957 and was also a crew member of the station's inshore lifeboat from 1972 to 1985. He was awarded a chairman's letter in 1981, vellums of thanks in 1975 and 1982 and a long service badge in 1983.

MBE: Mrs Glenda Williams
Honorary secretary of

Llanidloes branch since 1955. She was awarded a Silver badge in 1966, a Gold badge in 1978 and a bar to the Gold badge in 1985.

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

Knight Bachelor: Alderman Paul Newall

The Right Honourable The Lord Mayor of London (ex-officio member of the committee of management).

OBE: Jon Kay-Mouat
Former President of the States

of Alderney (chairman of Alderney station branch).

MBE: Mrs Shirley Arnold
For services to the community in Cardiff (past chairman, and now a committee member, of the Cardiff ladies' guild).

MBE: Albert Brightwell
For services to the community in Tilehurst (flag week organiser of the Tilehurst and Purley branch).

MBE: Miss Mavis Owen
For services to the community in Tenby and Saundersfoot (honorary secretary of the Tenby ladies' guild).

Lifeboat Services



12 MILE PASSAGE IN 30 KNOT WINDS

Surfer saved by Atlantic after night search in severe weather

The Thanks of the Institution on Vellum has been awarded to Nigel Sweeny, the helmsman of St Catherine's (Jersey, Channel Islands) lifeboat during a night service in severe conditions in which a surfer was located and rescued after a 12 mile passage in rough confused seas and 30 knot winds.

Reporting on the service the deputy divisional inspector, south, Jim Drake said 'during the entire service helmsman Sweeny handled the lifeboat with considerable skill, using his extensive knowledge of boat and local area conditions to best effect.'

Framed letters of appreciation signed by the Director have been sent to crew members Paul Richardson and John Heyes in recognition of their valuable contribution to the service.

It was 2110 on 1 January 1994 when the Jersey station honorary secretary, Captain Roy Bullen, heard from the police that a person was in distress in the water off Plemont, to the north west of the island. The St Catherine's Atlantic 21 *Jessie Eliza* launched with some difficulty at 2136 into breaking seas up to 10ft high - which at one stage moved lifeboat, trailer and tractor up the beach.

Breakers

The lifeboat, manned by helmsman Nigel Sweeny and crew members Paul Richardson and John Heyes, first headed out to sea to clear the breakers in St Catherine Bay and then began the 12 mile passage to Plemont, where the last cries for help had been heard. The passage was hampered by large confused seas kicked up by 30 knot south westerly winds and ebb tide, and also by violent rain and hail showers which reduced visibility to less than 20 yards.

St Helier's Tyne class lifeboat had been launched at 2200 to help with the search, and she arrived in the search area at 2245, followed by the Channel Island Air Search aircraft.

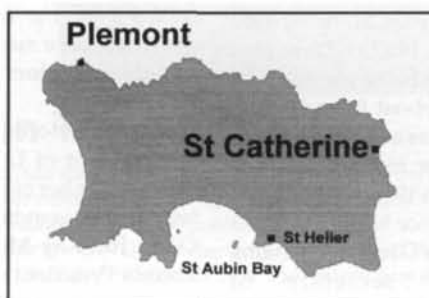
The St Catherine Atlantic arrived at

Thanks on Vellum

Plemont at 2235, by which time the bay had been lit from the shore by police and fire officers, assisted by lifeboat crew members who had driven around from the station.

Although the casualty had been seen from the shore at times he was not visible when the lifeboat arrived. A search was started using flares and spotlight but the sea was now breaking some 200 yards off the shore and visibility was further reduced by strong winds and persistent driving rain. Communications were also difficult, hampered by the proximity of the cliff face and a fault with the lifeboat's radio.

At 2250 the lifeboat located the casualty clinging to his surf board and helmsman Sweeny manoeuvred the boat in difficult conditions enabling his crew to recover the casualty on the first attempt. Once safely in the lifeboat the crew im-



mediately began first aid treatment as the casualty was suffering from the cold. He told the crew there was probably a second casualty still in the water in the immediate area so helmsman Sweeny resumed the search.

Within a short time the casualty in the lifeboat started showing signs of hypothermia, shock and seasickness so, with the St Helier lifeboat and the aircraft available to continue the search, helmsman Sweeny decided to land the casualty at the nearest landing place - Bonne Nuit Bay four miles to the east - and after a difficult passage he was landed to a waiting ambulance at 2330.

The Atlantic then made the four mile passage back through the rough seas to resume the search with the St Helier lifeboat and the aircraft, this time concentrating on the immediate area of the shoreline.

Rocks

Unable to search effectively from a distance, helmsman Sweeny manoeuvred the lifeboat close to the rocky shoreline, often less than two boat lengths away from the cliffs and rocks always having to be aware of rocks and 'heads' which would suddenly appear in the swell.

At 0030 the St Catherine lifeboat started her 12 mile passage back to station, again through rough seas and heavy rain. She arrived at 0130, refuelled, repairs were made to the radio and she was ready for service again at 0400.

The search, having been called off temporarily at 0130, was resumed early the next morning with both the St Helier and St Catherine lifeboats taking part.

At 0812 the pilot cutter *Ronez* sighted a person on a surf board near St Aubins Bay, on the south of the island. This was the other missing person and after he had been recovered by the cutter and returned to St Helier the search was finally called off at 0826.

TRAUMATIC SERVICE FOR CREW OF ATLANTIC

Inshore lifeboat crew members dive to sunken car

The Thanks of the Institution on Vellum has been awarded to New Brighton lifeboat crew members Mike Jones and Tony Clare for the bravery and determination they showed when trying to rescue the occupant of a car which had plunged off a nearby Esplanade.

Framed letters of thanks from the Chairman have also been sent to crew members Neil Jones, Barry Shillinglaw and shore helper Tony Jones for the efforts they made to resuscitate the casualty, and letters of thanks from the Director have also been sent to Helmsman Bob Barrass, crew member Mike Garbutt and shore helpers Stuart Ward, Arne Jensen, Eric Stancliffe and Bob Marr (the tractor driver) for their excellent support and quick thinking.

The incident began at 2348 on Tuesday 7 June 1994 when Liverpool Coastguard informed the station that a car had driven into the sea at the bottom of a steep hill at Egremont, Wallasey. Lifeboat assistance was requested.

Buoy

By 2355 the crew had assembled and the relief Atlantic 21 class lifeboat *Ernest Armstrong* was on her way by road to the launching slipway. The night was fine with good visibility and a north westerly Force 3. There was a slight sea but a strong ebb stream was beginning to run.

The Coastguard now had a report of a person clinging to a nearby buoy and asked the lifeboat to investigate. Nothing was found, so she then went to the promenade at Egremont.

Immediately after the launch of the lifeboat, the tractor, shore helpers and other crew members not required for the actual launch made their way to the scene of the accident by land. The shore crew arrived some four minutes before the lifeboat and at about the same time as the police, fire brigade and the council-run inshore rescue boat.

The scene at Egremont was confused. It was obvious that the promenade railings had been breached, but the vehicle was nowhere to be seen. RNLI shore helper and ex-crew member Tony Jones took the initiative by securing a rope ladder to the railings and shore helpers and crew members Mike Jones and Tony Clare went into the water shortly after midnight – just as the lifeboat arrived and



'Mike Jones and Tony Clare repeatedly dived to try to locate the vehicle'

began searching for the vehicle with lights, paddles and echo sounder. The water was about 10ft deep and the vehicle was thought to be about 30ft from the sea wall.

Mike Jones and Tony Clare repeatedly dived to try to locate the vehicle and two fire crew put on their breathing apparatus and entered the water. However the firemen were not trained divers and could not swim in their gear so were called back out of the water by their senior officer.

The vehicle was eventually located with the lifeboat's echo sounder, and Mike Jones was then able to stand on what was now obviously a car, lying upside down. He attached a fire brigade rope to the car's axle and the shore crew and emergency services hauled it closer to the sea wall – into about 8ft of water – and also

Thanks on Vellum

turned it onto its side. Mike Jones managed to open a back door, with the help of Mike Garbutt aboard the nearby lifeboat, and Tony Clare felt around inside the car and caught hold of the occupant. With the aid of Mike Jones he managed to pull him clear, and then into the lifeboat – with some difficulty as the man was big and his clothes waterlogged. Mike Jones and Tony Clare were able to confirm that there was nobody else in the car, a task aided by a swiftly receding tide. The time was now about 0015.

Aboard the lifeboat crew members Neil Jones and Barry Shillinglaw started resuscitation and heart massage – an extremely unpleasant task at this stage because of body fluids, blood and vomit. Helmsman Bob Barrass decided to beach the lifeboat at a slip about 200m away and, with resuscitation continuing, he beached at moderate speed so that the Atlantic came half clear of the water.

Resuscitation

The ambulance had not yet arrived so the lifeboat crew laid the casualty on the ground and shore helper Tony Jones took over heart massage until it arrived some minutes later. Resuscitation attempts continued for about 15 minutes led by the paramedics with the lifeboat crew and shore helpers backing them up, until the ambulance left at about 0035.

The lifeboat was then manually relaunched and returned to station, being refuelled and ready for service at 0130 on 8 June.

Despite everyone's attempts, and also being kept on a life support machine at the hospital, the casualty subsequently died.

Summing up his report of the incident the deputy divisional inspector, west, George Rawlinson said 'this was an extremely traumatic service for the large number of people concerned, and left several members of the crew and helpers emotionally strained for some time. Undoubtedly the RNLI took the initiative in the early stages and those taking part have been showered with praise for their efforts. This whole service was very much a team effort with our volunteers working closely and in harmony with other emergency services.'

RISING TIDE AND STEEP ROCK CATCH OUT HOLIDAYMAKERS

X boat used in rescue of youths stranded on rock

Lifeboat services are not always in heavy weather and not always to professional or amateur mariners, as a service by Douglas's Tyne this summer illustrated.

On a fine but cloudy August Sunday



Douglas lifeboat's inflatable X boat waits at the foot of the cliff for the second youth to be lowered

with little or no wind a 999 call to the Coastguard led to *Sir William Hillary* launching to help in the rescue of two youths trapped some 80ft up an outlying rock beneath steep cliffs at Dhoon Bay. They had not appreciated either the steepness of the rock or the rising tide.

The rock was just over eight miles from the station and the Tyne was at the scene only half an hour after the pagers had been activated.

The foot of the more gentle seaward side was now covered by the tide and the landward face of the rock was too steep to descend leaving them trapped some 20ft from the top of the 100ft slab.

Coastguard cliff rescue team members scaled the steep inner face with the aid of ropes and the lifeboat's small inflatable X boat, which was the only boat able to reach the foot of the slab, was positioned beneath the youths. The two



survivors were then clipped to a Coastguard and carefully lowered one at a time into the inflatable by the cliff rescue team. The two youths were then rowed ashore, unharmed but rather shaken by their experience.

Two lifeboats help in evacuation of 114 from stranded passenger vessel

Both of Poole's lifeboats were called on to help with the evacuation of 114 passengers from a passenger vessel which ran aground in darkness and thick fog on the night of 29 and 30 July 1994.

The 65ft *Purbeck Gem* had been on an

evening cruise to Wareham Quay and was returning in thick fog when she ran aground in a narrow channel in the upper reaches of the harbour.

The station's relief Brede, *Foresters Future*, was first on the scene at 0246, hav-

ing located the casualty by radar in the extremely poor visibility. One of the coxswain's first moves was to ask that the bar be closed and to put a crew member aboard to organise the passengers.

The inshore lifeboat arrived at 0340 and put a first-aider aboard to examine and look after a passenger. He had fallen overboard earlier and was intoxicated and very cold.

The Brede was able to land 48 of the passengers while the ILB stood by and her crew helped with the transfer and general stabilisation of a difficult situation. Coxswain Steve Vince was able to suggest a local pleasure boat owner who might be able to provide additional carrying capacity to help with the large numbers involved and another passenger vessel, *Water Wytch*, later arrived to help with the evacuation.

Just before 0700 all of the remaining passengers had been safely disembarked and landed at a nearby Royal Marine base and *Purbeck Gem* refloated on the rising tide. *Foresters Future* and *Sam and Iris Coles* were able to return to their station.

The Lighter Side...

The perils of being a lifeboat crew member

Extract from a service return from a station which had perhaps best remain nameless: 'Crew member John Smith turned out for this service but was inadvertently locked in our Portakabin when the crew left, and remained a prisoner until they returned from the service. If any payment is due perhaps his name could be included on the list by way of compensation. He is a rather quiet lad and a recent recruit...'

Luckily this was a short service, the lifeboat being recalled and back at her station within half an hour!

Pincer Movement

Seen in a local newspaper: 'A young girl being swept out to sea on a set of inflatable teeth was rescued by a man on an inflatable lobster. Two lifeboats had been launched to go to the aid of the child off Bexhill. 'This sort of thing is all too common' a Coastguard spokesman said.'

Common or not, the RNLI has no plans to remodel its own fleet of inflatables!

Have you been rescued by the RNLI?

If so we would like to hear from you...

We would like to publish an occasional series of real-life incidents in *THE LIFEBOAT*, incidents from which lessons can be learned and seen through the eyes of those rescued. So, no matter whether you were cut off by the tide, a fisherman towed in after engine failure, a windsurfer swept out to sea or a yachtsman dismasted in a gale – if you were rescued by a lifeboat and there are lessons to learn we would like to hear your story.

It is important that the incident is traced back to its root cause – even back to the builder of the boat, an item missed in a refit years before or simply misreading the tide tables or misinterpreting the weather.

There is no need to be embarrassed. Accidents, mishaps and plain misfortune can strike the best prepared, but if you would prefer anonymity we are happy to change the names of people and vessels involved.

Send your account to The Editor, *THE LIFEBOAT*, RNLI West Quay Road, Poole, Dorset BH15 1HZ stating clearly whether you are happy for names to be published or whether you would prefer anonymity.

Please provide dates and the lifeboat station involved as we will cross-reference your account with the Return of Service filed by the station.

A photograph of the vessel or the people involved would be useful.

Rescue accounts can also be useful for fundraising purposes, if you are happy for the RNLI to use your account or quotes from it in any other way please say so when writing to us.

Two sides of the same coin...

The same incident in the words of the coxswain... and of the survivors

Station Name: Tenby
Lifeboat: RFA Sir Galahad
Date of Launch: 26 June 1994
Cause of Service: Vessel lost her rudder
Weather: Rain
Visibility: Moderate
Wind: South west Force 5 to 6
Sea state: Rough
Swell: Two metres

I was told by the station honorary secretary that a vessel had lost her rudder off Pendine. Another boat was towing her but conditions had got too bad for them and they required immediate assistance.

On reaching them they were close to the beach, just inside the surf. The towing boat slipped her tow line and we passed our line to the casualty and towed

her out into deeper water. We then crossed the bar and took her up to Llanstephan.

There were two people and two dogs on board – all wearing lifejackets.

At Llanstephan we left them in the care of the Coastguard and returned to Tenby to re-house.

Alan Thomas, Coxswain



The Honorary Secretary
RNLI Tenby

Dear Mr Squibbs,

I am not normally an inarticulate person, but whatever I try to say to express my gratitude to the Tenby lifeboat crew will be inadequate.

My husband and I, with our two dogs, were returning yesterday from Saundersfoot to Llanstephan in our 22ft boat when we lost our rudder. The other small boat travelling in company with us tried to help but things were getting steadily nastier when your boys arrived, like the cavalry, and saved the day – and us.

Believe me, I have never been so thankful to see anything in my life as I was to see that lifeboat arriving. They must be mad to do something like that voluntarily when they could be sitting safely at home watching television with the family, or having a quiet pint, but I thank God they are, and I'm sure many like me have cause to say the same,

Please accept the enclosed as a donation in gratitude to the RNLI from my husband and myself, and please pass on our wholly inadequate thanks to the crew. We think they're all wonderful!

Yours Sincerely,

(Editor's note: The donation from the yacht's crew was a very substantial one)

TRAGIC ATTEMPT TO SAVE WOMAN IN SEA

Mersey in heavy breakers and backwash only yards from stone sea wall

Scarborough's Mersey class lifeboat *Fanny Victoria Wilkinson and Frank Stubbs* was involved in attempts to save a woman who had been swept into the sea at Scarborough on 12 August 1994. Sadly they were in vain.

The lifeboat was at times less than a boat's length from the sea wall, in extremely broken water and buffeted by a breaking sea bouncing back from the stonework.

It was at 2010, shortly before high water that the Coastguard informed the station that the woman had been swept into the sea and requested an immediate launch. Just eight minutes later the Mersey was afloat and heading for the scene, only a mile to the north of the station, arriving there at 2029.

The wind was from the north east at up to Force 5, but the sea here was extremely rough with a breaking sea over 12ft high running in to a sheer wall from which it rebounded with considerable force.

Eight times coxswain/mechanic Richard Constantine came in stern first through the breakers, holding the lifeboat's head to the sea, but each time the Mersey's crew could not quite reach the casualty.

Observers ashore said that at times the 12m lifeboat was less than 10m from the wall, but still she could not get close enough to haul the woman from the sea.

Before another attempt could be made a Sea King helicopter arrived at the scene and was able to retrieve the casualty from the breakers. Tragically she did not survive.

Speaking to the Scarborough Evening News Coxswain/mechanic Constantine, who has been a crew member and mechanic for ten years but who was making only his second trip as coxswain, said: 'I've been in the lifeboat in a lot worse conditions, but at the depth we were in and the distance from the sea wall it was probably the worst situation I've been in.'

'We made several attempts to get as near as we dared to the sea wall without smashing up the lifeboat. Unfortunately it wasn't enough to pick the lady up.'

'I just did what I'd been trained to do for the last ten years. You are hoping to get somebody out alive and at the same time you have the safety of your crew on your mind. What happened did upset me and I know the crew put on a brave face but were deeply affected by it.'



Coxswain/mechanic Richard Constantine brings Scarborough's Mersey class lifeboat in stern first through heavy seas on one of eight attempts to get close enough to the sea wall. Photo Scarborough Evening News

Busy afternoon for Amble

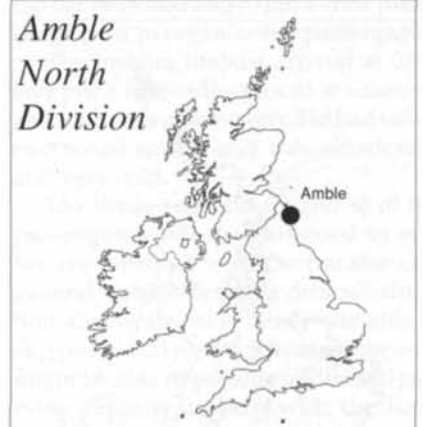
Amble's Waveney class *Margaret Graham* had a busy afternoon on 14 August, attending three calls in three hours.

She was first launched at 1207 to the fishing boat *Nina* with ten anglers aboard. No sooner had she taken the anglers aboard and towed the vessel to Amble than she heard another call, from the motor cruiser *Optimist*, which was suffering from engine trouble.

The station's inshore lifeboat launched and succeeded in putting a tow aboard the second casualty, but once the survivors had been landed the larger Waveney put to sea again to take over.

Margaret Graham had just picked up the tow when she heard a call from a local fisherman and lifeboat crew member K. Henderson that a nearby fishing coble *An Mordros*, which also had ten anglers aboard, was taking water rapidly. The Waveney relinquished the tow to the inshore lifeboat once again and made best speed to the latest casualty.

The anglers had already been taken off by another local boat when the Waveney arrived and so they were duly taken aboard



the lifeboat leaving only the skipper aboard *An Mordros*. However she was sinking rapidly so Mr Henderson took his own coble alongside and rescued him shortly before she sank.

With the excitement of the past few hours over *Margaret Graham* was able to take her second batch of rescued anglers ashore and was back at her station by 1500.

LIFEBOAT ON PASSAGE TO NEW STATION RESCUES MOTOR CRUISER

First service for new station's Arun

The lifeboat scheduled to go on service at Fenit, an RNLI station being re-established on the west coast of Ireland (see 'Chalk and Cheese', this issue) was involved in her first service on 25 June while still on her way to the station following crew training in Poole.

While on passage from St Peter Port to Salcombe (lifeboats often take a

roundabout route to their station to provide plenty of sea time to complete the training) the coxswain and crew of *Ralph and Bonella Farrant* heard a Mayday broadcast on their VHF radio at 1745 from the motor cruiser *Mayfly*. The casualty had broken down 300 yards from nearby Bolt Tail and was in danger of being swept on to the rocks. As the life-



The Arun class *Ralph and Bonella Farrant* previously in the relief fleet and now on temporary station duty at Fenit – tows the motor cruiser *Mayfly* into Salcombe after she had broken down off Bolt Tail.
Photo Derek Blackhurst

Fenit
Ireland
Division



boat was close by and already at sea deputy divisional inspector for Ireland Andrew Clift – in charge of the lifeboat for the passage – contacted Brixham coastguard and the lifeboat was tasked with the rescue.

Twenty minutes later the cruiser was located and although in no immediate danger she was taken in tow to Salcombe where she was handed over to the care of the harbour master – who is also Salcombe lifeboat's honorary secretary!

Although not a difficult service, conditions were good throughout with only a light SW wind and small sea, and miles away from their home station the rescue marked Fenit's re-entry into RNLI records.

Shell-shock for second coxswain at Appledore!

John Pavitt, the second coxswain of Appledore's Tyne class lifeboat had something of a shock while he was carrying out a routine inspection of the lifeboat's moorings.

For, while 30ft under the surface John came across two 85mm World War II shells.

However, unruffled by his find, he decided to bring them to the surface for disposal – putting them in a bucket of water to await the arrival of a Royal Navy bomb disposal team from Plymouth.

John had already had experience of finding relics from the war, having found a similar piece of artillery a few years ago.

The shells were later safely detonated on the beach.

Lifeboat provides inflatable and first aid in team effort for fallen climber



Members of Anstruther lifeboat crew can be made out on the foreshore in this photograph providing first aid while a helicopter prepares to lift an injured climber to safety.

The lifeboat was on service on 14 May when the coastguard asked her to investigate a report that a climber had fallen on cliffs at KenCraig Point, only 10 minutes away.

She arrived to find a man waving for help and so the small X Boat was inflated and two first aiders from the crew were landed to assist the man's companion who had fallen some 30ft.

Due to the nature of his injuries a helicopter was called and while awaiting its arrival the coastguard cliff rescue team arrived and lowered a doctor and nurse down the cliff, helped by the lifeboat crew.

The station honorary secretary described the service as 'a text book team effort, involving all the services.'

The problems encountered by lifeboat designers seeking extra speed have been mentioned before in these pages, as boat design is never as straightforward as it may seem. Increased speed is not just a question of bigger engines or even just of greater strength or a different hull shape, all are woven into a complex dilemma for the designer. But there is one factor which returns to haunt the naval architect – weight. The key to the RNLI's latest fast lifeboats is their Fibre Reinforced Composite construction, producing boats which are light enough to attain the required speeds and strong enough to withstand the stresses they impose.

These materials may appear expensive, but as part of the continuing research which the RNLI is conducting into the long-term life of the materials one independent report has come up with an interesting conclusion – their cost is barely more than that of conventional glassfibre from the viewpoint of residual strength after a period in service.

The RNLI is carrying out research in conjunction with the University of Southampton, the DTI and Lloyds, and also at Bournemouth University where **Peter Pangbourne**, a qualified Quality Control Engineer and an experienced yachtsman, tested the materials while researching the use of acoustic emissions – effectively 'listening' to the noise made by materials as they flex – as a form of non-destructive testing.



Testing times

For fast craft higher speed can be obtained either by reducing weight or by greater engine power – but additional power increases weight in the form of heavier engines and a heavier fuel load for a given range.

High speed means higher hydrostatic and dynamic pressures on the hulls, which in turn calls for stronger, stiffer and therefore heavier glass reinforced plastic (GRP) hull panels and structures – which is obviously incompatible with the higher speed requirement.

Weight saving and stronger hulls can be obtained by using lighter and/or stronger reinforcements based on or incorporating para-aramid fibres (such as Kevlar and similar materials with different trade names).

Conventional single skin GRP panel construction uses a resin-rich chopped strand mat (CSM) surface, backed-up by layers of glass woven roving (WR) and chopped strand mat using a marine grade polyester laminating resin.

The resin-rich CSM outer surface layers prevent the panel utilising the maximum strength of the underlying woven layers because the chopped strand mat is relatively weak, and a crack in the outer layer is taken as the failure criterion for marine laminates in service. Consequently, everything is done to minimise deflection, and so stiff, heavy laminates have tended to prevail – despite their poor utilisation of the ultimate strength potential of the structural woven rovings within the laminate.

Traditional panel design is governed by simple bending theory, and consequently thickness plays a major part in limiting deflection, which can lead to heavy craft.

Advanced panel design is governed by strength considerations, making use of large deflection theory, and thus better use of the load carrying capability of the laminate. This concept is similar to that used for designing aluminium hull panels which are allowed to deflect up to the point of irreversible deformation. In theory composite hulls' panels can also perform at high levels of deflection but without permanent deformation. It is however necessary to limit deflection and hence surface strain to avoid surface cracking under fatigue conditions.

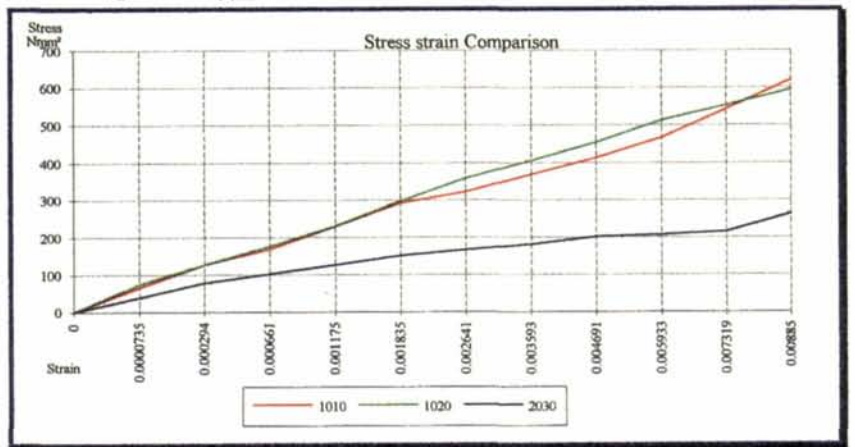
If the installed power in a particular craft remains constant the increase in performance associated with reductions in structural weight may result in an

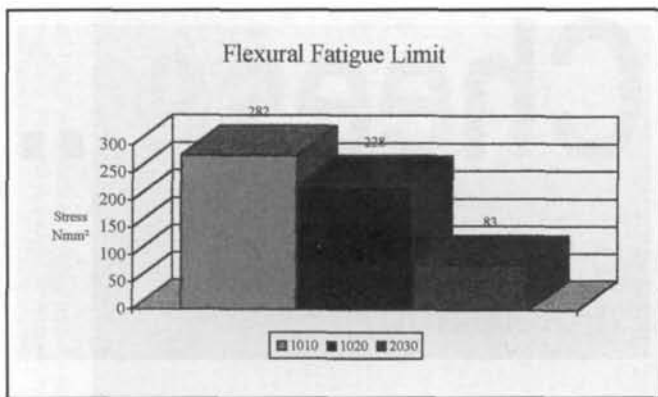
increase in the dynamic pressure to which the vessel is subjected and so it is vital that the fatigue properties of the hull laminates are understood.

To investigate this fatigue three samples were tested – '1010' a composite used in the RNLI's Severn class and costing £221.70 per square metre, and for comparison '1020' a similar material but using a different epoxy resin and costing £199.53 per sq m. '2030' was also used for comparison, being a more conventional glassfibre laminate using polyester resin and costing £32.58 per sq m. A test rig was used to apply an increasing load, and when the panel failed the load, deflection and type of failure were recorded.



The test rig flexing a sample. This degree of flex was repeated up to one million times.





COMPARISON OF STRESS STRAIN

The test results shown in the graph – with the flexural stress calculated at the surface, assuming that the neutral axis is in the middle of the thickness – indicate that 1020 and 1010 are considerably stronger than 2030 (by 98.03% and 88.05% respectively) which would be expected.

The mean difference of the slope of the graph between 1010 and 1020 is 6% and the ultimate stress of 1010 is 4% greater than 1020.

COMPARISON OF FLEXURAL FATIGUE

To test flexural fatigue the test pieces were deflected and released at a maximum rate of six cycles per second, at which no rise in temperature could be detected. This was repeated until the sample failed or one million cycles had been applied. The resulting data showed 1010 and 1020 to be 56% stronger than 2030 – with a mean difference of 6% and a difference of 19% at one million cycles.

FLEXURAL FATIGUE LIMIT

The Flexural Fatigue Limits follow the established pattern with 2030 at approximately half the strength of 1010 and 1020, although the difference between 1020 and 1010 is larger than the Stress Strain results. It would appear that 1010 is a better material where Flexural Fatigue strength is a requirement.

FLEXURAL STRENGTH AFTER AGEING

Test pieces of each type of material were then 'aged' so that the strength of the materials could be compared after 'life in service'. To do this two samples of each were deflected to the fatigue limit, the first over 1,000 cycles, and the second over 10,000. Samples that had not failed in previous tests and which had reached 1,000,000 cycles were also tested.

Testing these 'aged' samples showed the reduction in maximum stress to be 10% for 1010, 16% for 1020 and 56% for 2030. Given the very small reduction for 1010 and 1020 it can be argued that they do not have an appreciable drop in strength due to cyclic 'ageing', while 2030, the conventional GRP, appears to age much more.

COST AND STRENGTH AFTER AGEING

The costings for the three materials to give an equal strength after 1,000,000 cycles at their fatigue limit shows that although 2030 is still the cheapest the difference between 2030 and 1010 is only 14.5%. But, while 2030 would be the least expensive material the hull would be 30% heavier.

The increased strength of 1010 and 1020 over 2030 have several advantages that offset their additional cost – for vessels where weight is of primary importance and for vessels where strength is the primary consideration, such as lifeboats.

Although, without detailed analysis of total design requirements, it would appear that 2030 is the best material to use the

At the limits...

Any material has a point at which it will eventually fail and, although the point at which 1010 and 1020 fail is far beyond the loads imposed on even lifeboat hulls, examination of the way in which failures occur can point the way to even better materials. It should be remembered that the failures described here occurred on a test rig applying unnatural loads to a small strip of material!

During a flexural test three different types of failure can occur: on the surface under tension; on the surface under compression; or internal shear. Internal shear is the main cause of failure in 1010 and 1020. As two different resins were tested with one fibre lay-up, the problem would seem to lie in the fibres. As 97% of this failure type occurred in the same position in the lay-up the reason could be the fibre orientation or the angular fibre change between layers.

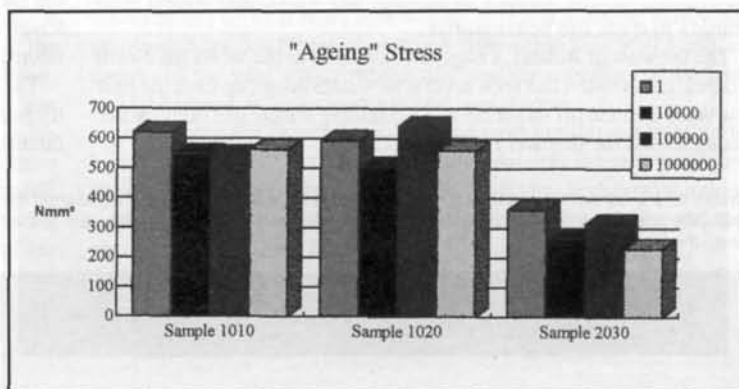
The fibre matrix sheared along its crystal boundary, leaving the fibre to take the strain and virtually no matrix adhered to the aramid (Kevlar-type) fibre. The glass fibre in the same failure area showed considerably greater fibre matrix adhesion. In one sample over 70% of the aramid fibres had separated from the matrix, whereas the glass fibres had not. The surface of the aramid fibre is considerably smoother than the glass fibre and it seems that the fibres are mainly held by mechanical means and not by micro bonding.

The glass fibres are half the diameter of the aramid fibres which gives the glass a 50% greater surface area for the same volume. In the failure area the fibres run at 90° to the stress plane and it seems possible that the matrix fibre interface is sheared along its crystal boundary, releasing aramid fibres and allowing them to move and bunch into a bundle to form a crude wedge, which is then driven between the still-firm fibres increasing the number of loose fibres and the size of the wedge until delamination occurs.

94% of 1010 samples failed by delamination, and a rather lower percentage with 1020 but they have near identical flexural fatigue curves, although 1020 is 6% lower. As the only difference is the resin it can be concluded that 1010's resin is more elastic in fatigue than the one in 1020, which would make it a more suitable matrix resin for a hull subjected to fatigue in its working life.

It is interesting that despite its already considerable strength 1010 could be made even stronger. At present it is not reaching its full potential strength and if by changing the orientation of fibres and/or the use of a different coupling agent the delamination could be stopped – perhaps at the expense of its ultimate theoretical strength – the strength of the material could be further enhanced.

The movement of unidirectional fibres might be reduced by producing a weave with 80/20 instead of the 100/0. Although this would reduce the strength in one direction, when the fatigue is 90° to it the 80 fibres would be held by the 20 coming under tension, stopping them from moving and hence stop the delamination.



reduction in weight and increase in internal volume gained by using either 1010 or 1020 may offset their additional costs by the reduction in size and cost of power plant. The increased range that this allows the vessel for a given strength and speed makes the vessel more viable and the lifetime costs will also offset the additional initial cost.

Overall it appears that 1010, the material used for the Severn class hulls, is very suitable for its purpose.

This article is based on research from *Acoustic Emission Monitoring of Flexural Fatigue Damage in Fibre Reinforced Composite Materials Used in Boat Hulls* by Peter Pangbourne. The RNLI has yet to study the report in detail but the findings are broadly in line with expectations and other related research.

Chalk and Cheese...

Mike Floyd pays a flying visit to two lifeboat stations being established on the west coast of Ireland – and finds them exactly the same, but very different

Travel the length and breadth of the Irish coastline and you will be greeted in almost every harbour of any size by the familiar blue-and-orange livery of RNLI lifeboats.

At first this may come as no surprise, but between two harbours it is quite possible to have crossed an international border, and yet to find the same type of lifeboat wearing the same livery on either side of the boundary.

The RNLI has always operated throughout the whole of Ireland, its 1854 Charter defining its role in the saving of life at sea 'around the coasts of Britain and Ireland' and the fact that for more than 50 years one part has been the Republic of Ireland and the other a part of the UK has had no effect on its lifesaving work.

Indeed it was only relatively recently that fundraising efforts have been split between the two parts, which also avoids the difficulties in dealing with two currencies in one fundraising area!

The RNLI's lifeboats can, and do, work with other SAR organisations from each side of the border, sometimes on the same service. National distinctions have a habit of disappearing when lives are at stake and everyone unites behind the common goal of rescue at sea.

The whole of the coastline covered by the RNLI is subject to periodical reviews of the lifeboat coverage and this has led inevitably both to closures and the opening of new stations as demand has waxed and waned with changes in trade and potential risk.

The far west of Ireland, a rugged coast open to the worst the North Atlantic can muster, has seen several new stations set up over the past few years as trade off its shores and increasing leisure use of the water has increased the demand for lifeboats.

Kilrush, on the northern side of the approaches to the Shannon will become an Atlantic lifeboat station during 1995. The station will soon become a prominent feature at the point where the wall, to the right of the lock gates meets the foreshore



When Clifden's inshore lifeboat station was established in 1988 there were only three other stations on the long west coast – at Valentia (established 1864) to the south, Galway Bay almost in the centre (established 1927) and Arranmore (established in 1883) to the north. Hard on the heels of Clifden's C class came an all-weather lifeboat station at Ballyglass (1989) and then in early 1994 an Atlantic 21 station at Bundoran, where an independent rescue service joined forces with the Institution under the RNLI banner.

Increasing activity along the coast soon made it clear that even more stations were needed, and so the long gap between the all-weather Arun class stations at Galway Bay and Valentia came under review.

What was needed, the coast review delegation said, was another all-weather station on the northern side of the long Dingle peninsula and an Atlantic station near the mouth of the river Shannon. The all-weather station would take over an area in the extreme north of Valentia's 'patch', where the time taken to arrive at an incident would soon be unacceptable. The additional lifeboat would then be able to provide good coverage north of Dingle and out into the Atlantic off the ever-busier Shannon approaches. The increased leisure use and the commercial traffic using the growing port of Foynes further up the river meant that the Atlantic should be based

somewhere near the mouth of the river, its speed enabling her to cover the estuary and large sections of the coast outside. The fact that the River Shannon is now under the approach flight path to a busy international airport was also part of the equation.

There are always a limited number of locations from which a lifeboat can be operated satisfactorily – suitable shelter and shoreside facilities, a centre of population to provide a crew, access to the areas in which the lifeboat will be needed and the relationship to nearby stations are all key considerations.

But as is so often the case the two new locations both became obvious on closer examination.

Fenit had once been an all-weather lifeboat station but had been closed in 1969 in the face of declining calls. Although the old boathouse and slipway were no longer suitable the sheltered harbour could be dredged to provide an afloat Arun berth and the 'folk memory' of the old lifeboat and closeness of Tralee would provide the enthusiasm and the crew.

The Atlantic soon found a new base at Kilrush. Once a busy port in the days of sail it had declined into virtual disuse until Shannon Developments turned it into an enormous locked basin with the aid of EC funds. Now the home of a growing marina and a busy shipyard the town also had an active and enthusiastic

'the two new locations both became obvious on closer examination'

Until 1969 Fenit's lifeboat launched from the boathouse in the foreground. Now, 25 years later an Arun will lie afloat off the pier in the background



fundraising branch. It also had a secret weapon in the shape of Adrian O'Connel, the enthusiastic Honorary Secretary who had helped set up the Clifden station and who now ran the Kilrush Boatyard! Shannon Developments were also keen supporters and a suitable site was soon found for the Atlantic's boathouse and slipway, just outside the lock and with easy access to the harbour's deep water approach channel.

And so when I visited the area briefly in June of this year the air was alive with anticipation. The Regional Conference in Tralee gave the first inkling of the excitement pervading this stretch of coastline, with not one but two new stations expected.

A visit to Fenit found a temporary Portakabin in place on the quayside, manned by a busy mechanic attending to the innumerable last minute jobs, a large dredged hole just off the harbour wall waiting for some mooring chains to be laid and half the crew away in Poole for their initial training course. The other half was to follow shortly and bring their Arun triumphantly home.

The newly-appointed Honorary Secretary chatted to me in a break from lecturing in his Tralee college. Father Geroid O'Donnchadha is a very experienced yachtsman, having cruised the Atlantic and the North Sea in the yacht now riding quietly at her mooring in Fenit. 'What casualties do you expect?' I asked. His smiled reply was disarming: 'As few as possible!' A realistic answer to an impossible question. Deeper probing brought forth information about the dangers of the rugged coast around the area and the growing commercial traffic passing by on its way to the Shannon, but usually out of sight over the horizon. Valentia's Arun would be working at the very limits of her range up here and the Fenit station was poised to take that part of the load from them and to close the gap with the Arun at Galway Bay.

Crowds thronged the harbourside at Dingle to watch Valentia's Arun put on a winching exercise as part of a display organised by the Irish Marine Emergency Service.



and commercial and pleasure traffic is increasing steadily. The coastline here is a little less rugged, but the tides run hard and the rocks still abound. The area is, like so much of the west coast, thriving and the town's marina and commercial traffic in the Shannon will produce enough potential to justify a lifeboat.

‘despite the chalk-and-cheese aspects there is the same irrepressible enthusiasm’

The contrast between the two new stations is interesting. In Fenit there were people who remembered the old lifeboat; Kilrush's will be its first. Fenit is an all-weather station needing only dredging for an afloat berth; Kilrush's inshore lifeboat will have to have an entirely new boathouse and slipway built. Fenit's lifeboat was due within

weeks; yet Kilrush's Atlantic will not make her appearance till at least mid-1995. Yet despite the chalk-and-cheese aspects of the two stations there is the same irrepressible enthusiasm, the satisfaction in being chosen to operate a new lifeboat. Kilrush branch chairman, and honorary secretary designate, Adrian O'Connel has been through all this before, when he was involved with the creation of Clifden's C class station, yet he is more than willing to repeat all of the hard work involved. Shannon Developments are right behind the RNLI and, as owners of the yard which Adrian runs and the operators of the new locked harbour, their support has been invaluable.

In the town the branch is excited and working flat out to bring in even more funds – for a relatively small town only recently renewing its acquaintance with its port the RNLI has a very high profile indeed – perhaps as a result of the town's legendary hospitality and the excellent Stout served locally!

Adrian is patient, he knows that planning and building the station will take time, but he also knows that the plans are now almost unstoppable. The wheels are in motion and it is only a question of time before a new boathouse sits where only grass now grows and that the enthusiastic *potential* crew members are enthusiastic *operational* crew members.

Working one's way back to the ferry home gives a chance to collect the scattered thoughts and impressions of this essential part of the Institution's world. Little things come to mind: the Irish Tricolour flying from a lifeboat in RNLI livery; the warmth of the hospitality; the overwhelming grandeur and danger of the coastline; the feeling of enthusiasm. Inevitably, given the relative size of land mass and population, the bulk of the RNLI's stations and the greater number of its supporters lie to the east of the Irish sea, but no one on the eastern side of the water should think of the western side as a far-flung part of the empire. The RNLI is everywhere, its centre is where you are at any given time – and National Organiser Jimmy Kavanagh was only half joking when he talked about Irish events 'over here on the mainland...' to the Tralee conference.

PAST...AND...PRESENT

75 years ago

Today's lifeboatmen

From The Life-Boat of September 1919

In the somewhat flowery prose of the time the September 1919 issue of 'The Life-Boat' paid a tribute to a fictitious retiring lifeboatman under the heading 'The Old Coxswain'. Despite today's technology the sentiments behind the final paragraphs hold true to this day: Is there a more honourable position in the world's records than this of Coxswain of the Life-boat? The very pick of a picked body of men, are not such the salt of the earth? To lead men into danger has always been held in the highest honour, to lead them into the imminent deadly breach in a fortress; or, sword and pistol in hand, over the side of a boarded ship, has not the man who has done these things always held the world's greatest esteem? But to lead men into danger, not to take life but to save it, surely that is the finest and noblest of all, and is given to few to attain.

Consider a few of the qualities which a man needs in order to fill such a position. That he must have great physical courage needs no saying, but much moral courage is also required, so as to take responsibility in the most difficult and trying circumstances. He must have consummate skill; for probably there is no operation in the whole art of seamanship which calls for greater skill than is required to bring a boat alongside a wreck in a heavy breaking sea. He must be a man of infinite resource and instant decision, knowing that on the moment's choice of alternatives depends not only his own life, but that of his crew, and perhaps of those whom he has set out to save. Above all he must be a man who commands the obedience and respect of those who serve under him.

Such a character resembles that of the man to whom were given ten talents, and to such when he retires from his post may also surely be said: "Well done, thou good and faithful servant."

It also seems as though the Institution was having to work as hard then as now to educate the general public about the RNLI and its work, particularly the full meaning of the Institution's initials! The same issue recorded the following snippet:

Amongst the spectators at the Thames Pageant was an old lady who, on the approach of the Life-boats bearing flags marked R.N.L.I., showed great excitement, and, turning to her companion, said in a loud voice and with evident pride: "Look! There go the Royal Naval Light Infantry; my son was with them in the Dardenelles."

David Wells, has been helmsman of Clacton-on-Sea's Atlantic 21 lifeboat and a crew member of the station's D class lifeboat since 1983. From 1972 he was a crew member of the station's all-weather lifeboat which was replaced in 1984 by an Atlantic 21.

David was awarded a Bronze medal in 1991 in recognition of his high standard of seamanship, boathandling skills and determination when the Atlantic 21 lifeboat *Institute of London Underwriters* gave assistance to the yacht *Two Niner* on 1 November 1991.

The yacht, with six persons on board, had gone aground on the south east side of the Buxey Sand in a south-south-westerly gale and very rough seas.

David was later also awarded the Ralph Glister Award and the Walter and Elizabeth Groombridge Award for this service.



Facts and Figures

Provisional statistics as at 15 August 1994 show that so far during 1994:

- The RNLI's lifeboats were launched 2,058 times (an average of 9 launches a day)
- 585 lives were saved (an average of two a day)
- Some 6% of all services carried out by lifeboats were in winds of Force 8 and above
- More than 52% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 280 lifeboats on station
- To 15 August 1994, 125,834 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

Naming Ceremonies

New lifeboats named and dedicated

Flamborough – Atlantic 75 *Jason Logg*

It was a cool and windy morning at South Landing, Flamborough on 18 June 1994 for the naming ceremony and service of dedication of the new Atlantic 75 lifeboat *Jason Logg* – but fortunately the rain stayed away.

Preparations had been under way from the early hours and well before the appointed time the scene was set and the town ready to greet guests who had travelled from far and wide, including two coaches from Harrogate, North Yorkshire where Graham Logg and his many supporters had raised over £60,000 to cover the cost of this new boat.

At 1200 the organist from St Oswalds Church, Flamborough, started the proceedings by playing the national anthem and Councillor Norman Hall MBE, chairman of Flamborough station branch opened proceedings by welcoming everyone to the new lifeboat station at South Landing.

Guy Platten, deputy divisional inspector of lifeboats, described the Atlantic 75 and introduced Graham Logg, father of the late Jason Logg and organiser of the memorial appeal. Jason was only 19 when he was lost at sea off the Humber-side coast and his father, well supported by family and friends, launched the memorial appeal in Harrogate hoping to raise funds for a D class lifeboat. The response was so tremendous that Graham Logg decided to continue the



The Atlantic 75 *Jason Logg* poised ready to launch outside the new boathouse at South Landing, Flamborough.

fundraising, which included a charity shop in the city centre, and over a two year period sufficient funds were raised to cover the cost of an Atlantic 75. Graham spoke of the support received and success they had enjoyed and how proud he and Jason's family are that such a fitting tribute has been possible.

Lt Cmdr Brian Miles, the Institution's director, accepted the lifeboat on behalf of the RNLI. He then handed her over to the care of Flamborough lifeboat station and the lifeboat was accepted by station honorary secretary Captain Chris Hoskison MN (Retd).

A service of dedication conducted by the Reverend Bruce Petfield, vicar of Flamborough, included the village's fa-

avourite hymn 'The Lifeboat' and was followed by a vote of thanks proposed by Mrs D. Major, chairman of Flamborough ladies' guild.

Mrs Denise Wilson, sister of Graham Logg, then named the lifeboat *Jason Logg* and the boat was launched and put through her paces. At the close of official proceedings an air sea rescue helicopter from RAF Leconfield appeared from behind the magnificent cliffs and made a dramatic fly-past lowering the RNLI flag.

Everyone present was then invited to refreshments in the boathouse and the director unveiled a plaque declaring the new boathouse open. The station made presentations of bouquets to Mrs Wilson and her sister Mrs Deegan and a splendid framed photograph of the lifeboat was presented to Graham Logg.

Aberystwyth – Atlantic 75

Enid Mary

On Saturday 16 July 1994 Aberystwyth's new Atlantic 75 lifeboat was officially handed over and the new lifeboat house dedicated.

Following the playing of the national anthems, the president of Aberystwyth lifeboat station, Gwyn Martin, welcomed the guests, and George Rawlinson, deputy divisional inspector of lifeboats, described the lifeboat.

The Institution's director, Lt Cdr Brian Miles, then handed the lifeboat and lifeboat house into the care of David Jenkins, honorary secretary of the station.

Following a service of dedication Mrs Anne Miles cut the ribbon and declared the lifeboat house open.

Eastbourne – D class

Humphry and Nora Tollemache II

On Wednesday 20 July 1994 Eastbourne's new D class lifeboat was named and dedicated at the lifeboat station.

The chairman of Eastbourne station branch, Dr McKee, opened the ceremony and the lifeboat, which has been donated by the Tollemache (Buckminster) Charitable Trust, was handed over to Anthony Oliver, deputy head of fundraising and marketing by Sir Lyonel Tollemache. Brian Chessell, station honorary secretary, then officially accepted the lifeboat on behalf of the station.

The service of dedication which followed was led by the lifeboat chaplain, Canon Robert Butler. Lady Tollemache then named the lifeboat.

Port Isaac

– opening of new lifeboat house

Until the new lifeboat house, which was officially opened on 26 June 1994, was built Port Isaac's D class inshore lifeboat was kept in the old fish cellars.

The official opening began with Miss Annie Price, chairman of the lifeboat station welcoming the guests and inviting the station honorary secretary David Castle to outline the history of the station.

Following a service of dedication conducted by the station chaplain, Michael Bartlett, guest of honour, Group Captain Simon Coy OBE RAF, commanding officer RAF St Mawgan, cut the tape and officially opened the boathouse.

Music was provided by the St Breward Silver Band which has been associated with the lifeboat station for 100 years.

Naming Ceremonies

continued

Cleethorpes – D class

Blue Peter VI

The naming ceremony for the D class lifeboat *Blue Peter VI* took place in brilliant sunshine on Saturday 16 July 1994 at Cleethorpes inshore lifeboat station.

'Blue Peter' has organised four appeals on behalf of the RNLI and the 1993/94 appeal has replaced six inshore lifeboats, including Cleethorpes.

The boat was handed over to the station by Anthea Turner, one of the 'Blue Peter' presenters, and the boat was named by Peter Howarth, managing director of Royal Mail, which had provided free postal facilities during the appeal.

Mr John Leech, station honorary secretary, accepted the lifeboat on behalf of the station and the service of dedication was conducted by Father Terry Atkinson. Mrs Monica Day of the Cleethorpes fundraising branch gave a vote of thanks.

The ceremony was made extra special by a fly-past by the air/sea rescue helicopter from RAF Leconfield which was followed by an exercise – in which Anthea Turner eagerly participated.

BBC TV 'Blue Peter' presenter Anthea Turner looks on with interest as the naming ceremony of *Blue Peter VI* proceeds apace at Cleethorpes.



Aldeburgh – Mersey class *Freddie Cooper*

The first of the summer sunshine appeared on 31 May 1994 to welcome the RNLI's President, HRH The Duke of Kent to the Suffolk coast – where he officially named Aldeburgh's new Mersey class lifeboat *Freddie Cooper*.

Four hundred guests packed the enclosure outside the new boathouse, with hundreds of local people and holiday-makers watching from the beach on either side to catch a glimpse of the Duke and join the service of dedication.

With the President on the platform were Mrs Irene Kilsby, representing the donor's executors, RNLI Chairman Michael Vernon, Vice Admiral Sir

Charles Mills, the president of the Aldeburgh branch and station honorary secretary Lt Col (Retd) T.M. Plewman.

Most of the £680,000 needed to build the new lifeboat was left to the RNLI by the late Mrs Winifred Cooper in memory of her husband, Freddie, a Midlands newspaper publisher. The couple enjoyed holidays at Aldeburgh and wanted to do something for the town and its lifeboat station in return.

The result was *Freddie Cooper*, glinting in the sunshine and decked out for the occasion from end to end with gaily coloured bunting.

The crew lined the deck and the beach

Relief Fleet – Atlantic 75 *Gordon England*

The naming ceremony for the Atlantic 75 lifeboat *Gordon England* took place at the Institution's inshore lifeboat centre at Cowes on 29 July 1994.

Donated by Mrs Florence Ashingdon in memory of her cousin, proceedings were opened by Mike Brinton, deputy superintendent of the centre.

Anthony Oliver, deputy head of fundraising and marketing accepted the lifeboat from Mrs Ashingdon for use in the relief fleet and following a service of dedication conducted by the Reverend Stuart Cleaver, priest in charge, Whippingham and East Cowes, Mrs Ashingdon named the lifeboat *Gordon England*.



Mrs Florence Ashingdon watches her solicitor William Nigh christen *Gordon England* after she had officially named the D class inflatable.

Sheringham – Atlantic 75 *Manchester Unity of Odd Fellows*

Sheringham's new Atlantic 75 class lifeboat *Manchester Unity of Odd Fellows* was named at a special dedication ceremony on 7 August 1994.

The lifeboat has been funded by the Independent Order of Odd Fellows, long-term supporters of the Institution. In 1962 the new Sheringham Oakley class lifeboat had been named *The Manchester Unity of Odd Fellows* by HRH Princess Marina and the crew then, as now, were members of the Sheringham Lodge of the Order.

The chairman of Sheringham branch, Maurice Goss, welcomed everyone to the proceedings. Brother W.H. Eason, president of the East Anglian Group Conference handed over the lifeboat to the Institution's director, Lt Cdr Brian Miles, who accepted her on behalf of the RNLI and delivered the Atlantic 75 into the care of Charles Hall, honorary secretary of Sheringham station.

After the service of dedication led by Canon Gwyn Blyth, with the participation of the churches of Sheringham, Brother J.W. Goulding, Grand Master of the Order, named the lifeboat *Manchester Unity of Odd Fellows*.

beneath the lifeboat to hear Vice Admiral Mills open the proceedings. Mrs Kilsby then handed over the lifeboat to the RNLI. The boat was officially accepted by Michael Vernon, who delivered her into the care of the Aldeburgh branch for use at Aldeburgh lifeboat station.

Following the honorary secretary's acceptance of the boat, the Reverend Anthony Moore, vicar of Aldeburgh, led the service of dedication.

The Duke of Kent is celebrating 25 years as RNLI President. In his speech he recalled how he had come to Aldeburgh in his early years as President to name the former Aldeburgh life-

St Ives

– dedication of new boathouse

On 16 July holidaymakers joined invited guests outside St Ives' new boathouse for an opening ceremony which marked the culmination of five years of planning and construction. The cost of the boathouse was funded by a generous bequest of Mrs Eugenie Boucher, together with gifts from the Civil Service Motoring Association and Frizzell Financial Services. A further legacy from Owen Charles Richards was used towards the cost of the new slipway.

This was the last of eight Penza lifeboat houses, named after the town in Old Russia where Mrs Boucher grew up.

The ceremony was opened by John Chalcraft, St Ives branch chairman, and following a brief history of the station given by the honorary secretary, Captain Moran, Pastor Harold Stevens, the local Methodist Minister, spoke movingly of his own links with the lifeboat station and of his relatives lost in the disaster of 1939.

Following the service the lifeboat house was formally opened by Martin Douglas, nephew of the late Mrs Boucher. SW



The new boathouse and slip at St Ives, Cornwall

Southwold – dedication of new boathouse

Southwold's new lifeboat house was opened and dedicated at a ceremony held at The Dock, Ferry Road on Saturday 11 June 1994. The ceremony began with John Adnams, station honorary secretary, welcoming the guests. He then described the history of the station and the development of the boathouse. The Reverend H.V. Edwards, vicar of St Margaret's Church, Reydon and Holy Trinity Church, Blythburgh conducted the service of dedication and the boathouse was then handed over to the RNLI by Mr T. Young executor of the bequest of Anthony 'Dicks' Mills Murray of Norwich whose legacy provided the boathouse.

Captain G.A.B. King CBE, deputy chairman of the Institution's search and rescue committee, accepted the lifeboat house on the Institution's behalf and the station's Atlantic 21 lifeboat was then launched and recovered.

boat *James Cable*. Then it was time for the Duke to name the new lifeboat in the traditional shower of champagne.

The formalities completed, the Duke donned his lifejacket and climbed aboard *Freddie Cooper*. The tractor launched her down the beach and into a calm blue sea to the cheers of the crowd.

By this time the holidaymakers were mingling with the VIP guests at the water's edge to see the Mersey class being put through her paces with the police and Coastguard vessels.

The Mersey class *Freddie Cooper* waits on the beach at Aldeburgh during her official naming ceremony on 31 May 1994.

Relief Fleet – D class *Palmer Bayer*

The second D class lifeboat to be funded by the Charity Challenge Cup organised by Better Bridge in Britain was named and dedicated at a special ceremony at the RNLI's Poole depot on 24 June 1994.

Better Bridge in Britain has raised hundreds of thousands of pounds for charities through the Charity Challenge Cup, which was founded in 1958, and the organisation has offered to provide three D class lifeboats over three years. The first, presented in 1992, was named *Jill Gatti* after the founder of the Cup and this second lifeboat, the result of the 1993 promotion, has been named *Palmer*

Whitby – re-opening of museum

The official opening of Whitby's refurbished lifeboat museum took place on Sunday 19 June 1994.

The present curator, Peter Thomson MBE, opened proceedings by introducing the Institution's director, Lt Cdr Brian Miles and Eric Thomson, the founder and curator from 1958 until the mid-1980s, was then invited to cut the tape and declare the museum open.

Eric was honorary secretary of Whitby lifeboat station when *Robert and Ellen Robson*, the last pulling lifeboat was due to be replaced in 1957 and he persuaded the RNLI to allow him to start a museum with the lifeboat as a central exhibit. He then organised and administered the project until the mid-1980s when ill health prompted his son Peter, then coxswain of the lifeboat, to take over. Peter is now the curator and helps run one of the busiest lifeboat museums in the country – over 60,000 people visit it every year.

The museum has undergone 18 months of refurbishment and structural alterations which include fitting out a new shop area for the sale of RNLI gifts. Exhibits include many models of lifeboats and also one, made out of postcards by Eric Thomson, of the *Rohilla* – the hospital ship which was at the centre of Whitby's famous gold medal rescue in 1914.

Bayer in memory of a much respected founder member of Better Bridge in Britain.

Anthony Oliver, deputy head of fundraising and marketing accepted the lifeboat from Mrs Christine Duckworth, executive director of Better Bridge in Britain. After Michael Pennell, staff officer operations, had described the boat and its future role in the relief fleet the Reverend Stanley Holbrooke-Jones, Rector of Poole, conducted a service of dedication. Mrs Peggy Bayer then named the lifeboat in memory of her husband, *Palmer Bayer*.



YOUR LETTERS



Lifeboats at Dunkirk

With reference to the letter in the Summer issue regarding the Poole lifeboat *Thomas Kirk Wright* and her work during the Dunkirk evacuation in May/June 1940.

A total of 19 RNLI lifeboats took part in the evacuation and, apart from the Margate and Ramsgate lifeboats which were already at sea on their way direct to Dunkirk, the first to set out for Dover from their stations were the two Aldeburgh lifeboats.

They were followed shortly afterwards by the Walmer lifeboat and then the Southend, Hastings and Newhaven boats. The lifeboats from Poole and Bournemouth, Southwold, Hythe, Dungeness, Gorleston, Lowestoft, Walton, Clacton, Eastbourne and Shoreham, all followed on very quickly, the other lifeboat being the new Cadwith boat which went to Dover direct from her builders.

Of the work done by the Poole and Bournemouth lifeboat at Dunkirk, very little is known, apart from the fact that together with the lifeboats from Newhaven, Walton, Clacton and Lowestoft, she worked in Dunkirk harbour itself, helping to ferry men out to the larger ships waiting outside the harbour.

On one occasion, while loaded with French soldiers, she came under fire from German soldiers on the shore, less than 40 yards away, but no-one was hurt.

Jeff Morris, Honorary Archivist,
Lifeboat Enthusiasts' Society

Memorabilia Please

I am an avid collector of lifeboat memorabilia. Could I please, through *THE LIFEBOAT*, ask stations that produce their own souvenirs, ie station mugs, cups, plates, spoons, thimbles etc to send me a list of items available and the cost (including P&P).

T. Beckwith, 11 Netley Close, New
Addington, Croydon, Surrey CRO OQR

A Good Read

I get a good many magazines – too many! But there is none that I look forward to and enjoy as much as *THE LIFEBOAT*.

Your Summer 1994 issue was no exception. For a complete landlubber like me, 82 plus, it gives a marvellous idea of what the RNLI is all about, and what is being continuously achieved.

My experience of dealing with hostile

weather has been mainly in the air (RAF pilot 1941-46) but I know that the sea can be much more formidable. So please accept warmest congratulations on your magazine, and thanks for making it such a good read.

J.A. Gatehouse,
Rogate, West Sussex.

In appreciation

Thanks to Hastings

On or about 17 May I was making passage from Brighton towards the Thames when the worst happened – we fouled the propeller of our boat with the unmarked line of a fisherman just off the coast near Rye. As soon as the vessel was immobilised I became very ill with seasickness. In fact of the three passengers and a dog only my wife and dog were sufficiently capable of being any help.

My wife hung over the stern of the boat to attempt to free the prop from the line, which she almost managed. There was one length of line that was not going to give way unless one was able to get beneath the boat – totally out of the question as we were drifting and the sea was not exactly calm.

The Coastguard was contacted who in turn reported to the Hastings lifeboat. We had no radar and hence no way of reporting our exact position other than a heading and verbal reports of identified landmarks. The lifeboat crew were obstructed by another similar vessel apparently on the same course and with similar objects to those we had reported surrounding it.

Having realised that it was not our

craft the lifeboat put to searching for us. Within a few minutes of listening to the radio and realising the difficulty encountered by the lifeboat it was upon us and again within minutes we were all safe on board and making haste to land where an ambulance awaited for my transportation to Hastings and hospital.

Other than slight damage to the starboard side of our boat, guardrail (unavoidable) and canvas hood, which can all be replaced, unlike our lives, we are none the worse for our escapade and eternally grateful to those wonderful men who man the lifeboats.

Monetary thanks are inadequate but all that one can offer, and a suitable donation from my wife and I, together with any other funds that I can 'scrounge' will, I can assure you, be forwarded to RNLI headquarters to which I have often been known to support.

Once again thank you for your fantastic response to a call for assistance which without your voluntary support could quite easily have been fatal.

Maria and Dennis Feenery,
Rugeley, Staffs.

...and to Swanage

I would like to thank you and all your volunteers for their help in rescuing my divers on the night of 23 May.

I am truly grateful that there were no casualties. My thanks to all of you.

B. Eaton

...and to Appledore

I would just like to say a big thank you to all at the Appledore lifeboat station in Devon which we visited whilst on holiday in July. All were very friendly and chatty.

We spent a very enjoyable day in this idyllic, picturesque town, although the children were rather worried at first by the lack of beach! And we just had to search out the RNLI station – although it was quite a walk, it was a very pleasant walk past pretty charming cottages down several narrow streets.

The boats were moored a little way out at sea so could not be viewed too closely.

Thanks again for a memorable day.

Sheila Lez (Shoreline member),
Gareth (13), Stephanie (11)
and Georgina (7)
(all Storm Force members), Reading

Lynmouth Still Afloat

Further to the mystery photograph in the Summer 1993 issue which turned out to be the Lynmouth lifeboat *Prichard Frederick Gainer*.

I have owned that boat for the last 34 years and a very pretty conversion she is. I understand she was bought out of service by a Mr Nixon, a De Havillands staff member, and I was told that he was a director who designed the Mosquito airplane of World War II.

I have used her as a pleasure boat since I purchased her in 1960 and she is still going strong. She has just had a survey for insurance purposes and the original hull pronounced in excellent condition. She is now twin screwed and has most modern conveniences and, until, my wife passed away in 1989, was used practically every weekend. She is moored at the Cambridge Motor Boat Club at Waterbeach on the Great Ouse of which I am a member

I have various photographs of her in her working days and a photo of, I am told, her last crew. I have a complete list of all her services and she saved 44 lives. She is now called *Lynmouth* after negotiations with that place who were delighted to agree to me using that name. She is known all over the Great Ouse system and is constantly photographed. If anybody is interested I would be delighted to let them have copies of photographs and the services she carried out. I am an old man now but am still very proud to own her and marvel at the workmanship put into her which has lasted all these years.

W.S. Sexton, Cambridge.

Rye Remembered

Someone passed on to me *THE LIFEBOAT* as, having been brought up by the sea at Jury's Gap, they knew I would be interested. On reading through it I came across the bit about the Rye Harbour lifeboat disaster which happened when I was quite young – I am now nearly 74.

My father was the one who guarded the lifeboat until it was moved, and I found this photo and thought you might be interested – he is the one on the right.

I remember it so well as my mother and I used to go along the beach to see what had washed up, and at that time I used to say 'you go first and look over the groynes'. I was afraid, 'till they found all the poor fellows, that there might be a body over the other side. Thank goodness there never was.

Walking by the rough sea was always exciting, happy days to look back on. By the way my father's name was John Southerden, and being tall he was known as 'Long John' by folk around.

Mrs Dorothy Parsons, London SW19

Mrs Dorothy Parsons' father, John Southerden (left) stands guard over the Rye lifeboat after the disaster – see letter above.



Great Day at St Ives

On behalf of the Civil Service Motoring Association and Frizzell Financial Services, may I express through your magazine our appreciation to the RNLI for inviting representatives from both organisations to attend the opening ceremony of the St Ives lifeboat station on Saturday 16 July.

The planning and work of local craftsmen has produced a truly magnificent building to house the Mersey class lifeboat *The Princess Royal* and the C class inshore lifeboat and we are proud that our contribution to the project has helped to provide extra facilities for the crewroom which will help all concerned to continue the excellent service currently provided.

It was a marvellous day which was enjoyed by all of us and we were very pleased to be able to talk to numerous local officials and members of the crew.

Once again our thanks to all concerned.

T.R. Richardson,
director and charity co-ordinator,
CSMA, Wheathampstead, Herts.

Last Word on the Queen

I believe the mystery of the New Brighton lifeboat *Queen's* association with West Africa has been finally solved. This results from a considerable exchange of letters from your readers and research by Barry Cox, your honorary librarian.

It seems certain that there were two steam lifeboats involved. The *Queen* built in 1897 with turbine propulsion driven by a conventional reciprocating engine. She was sold in 1926 for service at Secondi on the Gold Coast. I have no information after this.

Meantime a new lifeboat similar in specification but with conventional twin screw propulsion was ordered by the Crown Agents for the Colonies in 1905 for service in Lagos, Nigeria. This is obviously the Lagos pilot boat which those of your readers who lived in Lagos will recall seeing daily at least until 1960. She was originally named *Molesey* and I do not know what finally became of her.

R.G. Price,
Lymington, Hants.

St Agnes Mystery

When we were on holiday in the Isles of Scilly in June this year we visited St Agnes and saw what appeared to be an old lifeboat in the partially ruined lifeboat house. There were signs of some repair work to the building but the boat did not seem to have been touched recently. It was not mentioned in any of the guidebooks we bought, and we had no opportunity to ask anyone local about it.

We wonder if any of the readers of *THE LIFEBOAT* know anything about this boat. Is it the old St Agnes boat, or another one brought there by someone who has bought it? Are there any plans to restore it, or has it simply been abandoned in the old shed?

We would be interested in any information that might be available.

Keith and Janet Morris,
Cambridge.

Readers' letters on all aspects of lifeboats and the lifeboat service are always welcome. Please mark your letter 'for publication' and address it to: The Editor, The Lifeboat, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Bookshelf

some recent publications reviewed

LIFEBOAT STATION HISTORIES

Four more volumes from Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts' Society, chronicling the life and times of various lifeboat stations - this time taking in three stations in England and one in Wales.

All four follow the author's normal A5-size booklet format, with the Eastbourne volume, a second edition, having the latest style of full-colour cover.

The History of the Angle Lifeboats

Situated on the southern side of the entrance to Milford Haven in Wales, Angle lifeboat station has seen just about every kind of vessel seeking the shelter of this large natural harbour.

To emphasise the changing times the ruin of the original lifeboat house, built in 1868 when the station was established, now overlooks a modern oil refinery while further round the headland a modern slipway lifeboat house was opened only a few years ago at a cost of some £1.2m. The booklet recounts the history of the station from inception through to modern times and is, as usual, illustrated with fascinating photographs both old and new.

Available from Jeff Morris, 14 Medina Road, Coventry CV6 5JB at £2.50 including post and packing.

The History of the Cullercoats Lifeboats

Cullercoats, on the north east coast in former Northumbria, also has a long lifeboat tradition, dating back to 1852. A modern high speed Atlantic 21 now serves the port and Jeff Morris's history traces the evolution from pulling and sailing lifeboats through D and C class inflatables up to the 30-knot days of the Atlantics which arrived in 1991. The usual compelling mix of old and new photographs and services giving the full flavour and character of the station.

Available from Jeff Morris, 14 Medina Road, Coventry CV6 5JB at £2.50 including post and packing.

The Story of the Eastbourne Lifeboats

A second edition of this comprehensive history, originally co-written with local crew member Dave Hendy who died in 1989, and now sporting a full-colour card cover.

In addition to the earlier years, from the first lifeboat in 1822, the new edition brings the history of Eastbourne's lifeboats right up to date with the arrival of the Mersey class *Royal Thames* which arrived in mid 1993.

Available from Mr. B. Chessel, 82 Baldwin Avenue, Eastbourne, East Sussex BN21 1UP at £2.50 including post and packing.

The History of the Portsmouth Lifeboats

The Solent may appear almost land-locked and well sheltered but the strong tides in the area contribute to sea conditions which can change rapidly for the worse - a fact borne out by the number of services carried out by lifeboats in the area. This volume covers both the old Southsea lifeboat station (1886-1918) and the more recent Portsmouth (Langstone Harbour) ILB station established in 1965.

Available from Jeff Morris, 14 Medina Road, Coventry CV6 5JB at £2.50 including post and packing.

Spurn Lifeboat Station - the first hundred years

by Roy Benfell

published by the author at £9.95

A well produced soft-back volume, running to more than 200 pages, recounting in detail the early years of the Spurn lifeboat from the first suggestions in 1802 and establishment in 1810 through to 1910, the final year before the station passed into the control of the RNLI - later becoming Humber lifeboat station and still performing sterling service to this day.

Spurn Point has had an interesting history and its lifeboats seem to have reflected that. Its important position on a busy sea route, its isolation and the ever changing shape of the long peninsula on which it is situated have made it unique - it is for example the only lifeboat station which now has a full-time crew, a result of its isolation and distance from any sizeable community.

The peninsula has been in the news recently as a result of erosion, but this fascinating volume reminds us that this is nothing new - a chart published in 1855 and reproduced in the book clearly shows 'Spurn Island', completely cut off from the mainland.

Also recounted is the way of life at Spurn in the last century and how the earliest lifeboat crews earned their living - loading gravel into ships from the banks in the area. The crew were given sole rights to this work, leading to conflict and animosity.

A well-researched book, illustrated with some interesting early photographs and reproductions of original documents.

'Spurn Lifeboat Station - the first hundred years' is available from the author, Roy Benfell, at 3 Maple Grove, Garden Village, Hull HU8 8PL for £9.95 plus £1.20 post and packing. All profits from the sale of the book will go to the local appeal for a new Severn class lifeboat for Humber.

Lists of British Lifeboats, Part 3

The Lifeboat Enthusiasts' Society has published the Second Edition of Jeff Morris's 'Lists of British Lifeboats, Part 3 (Station Lifeboats 1888-1901, Motor Lifeboats 1904-1993)'.

The booklet is available at £7.00 from The Honorary Publications Officer, LBES, 16 Picketts, Welwyn Garden City, Hertfordshire AL8 7JH. Cheques should be made payable to 'RNLI/Lifeboat Enthusiasts' Society'.

The Lynmouth Lifeboat

by John Loveless

published by the author at 99p

A simply produced - but well illustrated - booklet which recounts all of the launches of the Lynmouth lifeboat during the 75 years the station was operational, many of them in some detail.

The station was established in 1869, closed in 1944 and even the lifeboat house disappeared in the terrible floods of 1952. Three lifeboats were based at the North Devon port over the years, but the most famous of them must be *Louisa*, the boat involved in the famous 'overland launch' in 1899. *Louisa* was hauled overland on a ten-hour journey to launch to the aid of the *Forest Hall* in darkness, though terrible weather and along roads which were barely wide enough for her carriage.

No account of the work of Lynmouth's lifeboats would be complete without reference to this incredible achievement and the author does it full justice with a chapter of its own.

Period photographs, bring this small booklet to life, and at just 99p it is excellent value. Contact John Loveless at The Bungalow, Lydiate Lane, Lynton EX35 6DE for stockists or orders in multiples of 20.

All Her Glories Past

- The Zetland Lifeboat

by David Phillipson

published by Smith Settle
at £6.95*

ISBN 1-85825-024-2

We are used to hearing lifeboats referred to as the 'old boat' and plans being laid to replace her with something more modern – but the antiquity of *Zetland*, without doubt the oldest surviving lifeboat in the country, is brought home when reading that this particular lifeboat was being referred to in this way in 1871!

And indeed she *was* old at that time, having been built by Henry Greathead in 1802, three years *before* the battle of Trafalgar.

That *Zetland* survives is remarkable, that at 192 years of age she is still in excellent condition is incredible and this fascinating 124-page softback volume traces the reasons for the old boat's popularity and preservation.

Very detailed in its earlier years, with accounts of many important services the book becomes progressively more concise as the years pass and *Zetland's* tale 'slows down', until more than a decade (1982-1994) occupies a mere paragraph.

A most interesting volume which brings to life the story of a remarkable vessel.

* The publishers, Smith and Settle, Ilkley Road, Otley, West Yorkshire are donating £1 of the cover price of each book to the RNLI.

The Fighting Captains

by Alan Burn

published by Pen and Sword
Books at £17.95

ISBN 0-85052-315-X

Alan Burn served under Captain Frederick Walker, a man who devised and employed anti-U Boat tactics during the period 1940 to 1943 when the toll on the Atlantic supply convoys almost brought Britain to her knees.

In this account of Walker's activities – still a largely unsung hero – Alan Burns succeeds in bringing to life the dramatic days in the Atlantic: the awful weather, the lurking U-boats and the indomitable spirit which kept the convoys going.

For the small boat sailor

Marine Law

for Boat Owners

by Edmund Whelan

published by Adlard Coles
Nautical at £12.99

ISBN 0-7136-3911-3

Although most of us go afloat to escape everyday pressures and regulations there are so many possible pitfalls that, especially in this ever-litigious age, it is wise to be aware of the implications of the law when applied to all aspects of boating.

Edmund Whelan is the Royal Yachting Association's Legal and Government Affairs Manager as well as being a barrister and is well qualified to write this extremely useful A5 paperback.

Covering such diverse subjects as buying and selling, rights of navigation, salvage and mooring contracts the book gives a good insight into what is likely to be inflicted on the boat owner and the ways in which he can both avoid trouble and seek redress.

Handbook of Offshore Cruising

by Jim Howard

published by Adlard Coles
Nautical at £24.99

ISBN 0-7136-4044-8

A substantial volume which although aimed primarily at the long-haul cruising yachtsman offers a great deal of commonsense to those with more modest ambitions in the sections on boats and equipment.

The author's and the book's American origins show through occasionally with the European equivalents added sometimes rather as afterthoughts. The illustrations too are disappointing, the artist has rendered them well but the choice of subject is rather strange. Surely an experienced yachtsman has no need of a half page sketch of rather ordinary foul-weather gear or the way to through-fasten an eye-bolt?

Criticisms notwithstanding this an interesting book for any cruising yachtsman, a very interesting one for those making long passages and possibly an essential one for the world cruiser.

Surveying Small Craft

by Ian Nicolson

published by Adlard Coles
Nautical at £19.99

ISBN 0-7136-3949-0

The third edition of this now-classic work by a very respected author on the subject.

Full of practical advice and informative sketches aimed at helping the prospective purchaser of boats built from almost any material.

Existing owners may also find much of value in diagnosing and correcting faults in their own boats or ensuring that their fittings and equipment are up to the highest standards.

How to Choose the Right Yacht

by Joachim Muhs

published by Adlard Coles
Nautical at £8.99

ISBN 0-7136-3950-4

A curious book which skips lightly through the basic aspects the average sailor would consider and then plunges into charts, graphs and formulae which would allow detailed comparisons of such things as the Dellenbough co-efficient of stability – if the necessary data and time were available.

The translation from the original German also seems to have led to some confusion in places.

If relying upon a book to help choose a yacht this reviewer would prefer a little more reasoned insight than that applied, for example, to rigs. To say of a ketch's mizzen: 'The only time it might be useful is when sailing on a beam reach – and for carrying the radar scanner that is difficult to attach on to a sloop' may have some basis in aerodynamics, but rather misses the point when choosing a suitable rig for cruising!

Some Essentials of Efficient Sail Boat Design

by Dr T. S. Morley

published by the author at £30
ISBN 0-9521767-0-X

It would be hard to recommend this book partly because of its high price for the quality of production and partly because it really adds very little to already published works on the subject.

Skimpy in places, highly detailed in others one is rather left with the impression that the book is mainly a vehicle to promote the author's ideas on his Tethered Kite Rig, ideas for sailing commercial vessels and deep twin skegs and rudders.

Please note that books reviewed on these pages are not available from the RNLI unless specifically stated. Where a volume is obtainable from only a single source an address will be given in the text. All other books can be obtained from good book sellers by quoting the full title, author and International Standard Book Number (ISBN).

Also Received

Ocean Navigator

(Sixth edition)

by Kenneth Wilks, revised by
Pat Langley-Price and Philip
Ouvry

published by Adlard Coles
Nautical at £19.99

ISBN 0-7136-3924-5

So very few people make ocean passages in yachts that this must be rated a very specialised book – although an excellent one. Mainly concerned with traditional celestial navigation, although modern electronic aids are also considered.

Slow Boat Through Germany

by Hugh McKnight

published by Adlard Coles
Nautical at £17.99

ISBN 0-7136-3778-1

The latest in Hugh McKnight's accounts of wandering through inland waterways. An interesting and amusing travelogue which would also be factually useful to anyone travelling in the author's wake.

Through the French Canals

(Eighth edition)

by Philip Bristow

published by Adlard Coles
Nautical at £11.99

ISBN 0-7136-3844-3

The latest edition of an extremely useful book which must have tempted umpteen yachtsmen to venture into French inland waterways. Contains general hints and information and specific details of 39 routes.

LIFEBOAT SERVICES

Aberdeen, Grampian
54ft Arun ON 1050: Apr 26
D class: Mar 25, and May 30

Aberdovey, Gwynedd
Atlantic 21: Apr 7 and May 31

Abersoch, Gwynedd
Atlantic 21: Apr 1 (three times), 2 (twice), 16 (twice), 22, May 16, 27 and 29

Aldeburgh, Suffolk
Relief 12m Mersey ON 1169: May 11, 13 and 19
12m Mersey ON 1193: May 28

Alderney, Channel Islands
Relief 14m Trent ON 1180: Mar 10, Apr 3, 12, 26, 27, May 2, 16 and 19

Amble, Northumberland
Relief 44ft Waveney ON 1001: Mar 1 (twice), 16 and 17
D class: Mar 16

Angle, Dyfed
Relief 47ft Tyne ON 1146: Mar 25, Apr 4 (twice), 30, May 4, 8, 10, 19
D class: Apr 4, May 12 (twice) and 27

Anstruther, Fife
12m Mersey ON 1174: Apr 26 and May 14

Appledore, North Devon
Relief 47ft Tyne ON 1122: Mar 25 and 31
47ft Tyne ON 1140: May 3 and 11 (twice)
Atlantic 21: Apr 13, May 2, 3, 11 and 13

Arbroath, Tayside
12m Mersey ON 1194: Apr 1
D class: Apr 1

Arran (Lamlash), Strathclyde
Relief C class: Mar 6 and 29

Arranmore, Co Donegal
Relief 47ft Tyne ON 1115: Mar 3, 4, 8, 15, 21 and 24

Atlantic College (St Donat's Castle), South Glamorgan
Atlantic 21: Mar 5 and 6 (twice)
Relief Atlantic 21: Mar 10, 19, Apr 4, May 1 and 30

Ballycotton, Co Cork
Relief 52ft Arun ON 1077: Mar 17
52ft Arun ON 1067: Apr 2 and May 6

Ballyglass, Co Mayo
Relief 52ft Arun ON 1150: Apr 30, May 27 and 28

Baltimore, Co Cork
47ft Tyne ON 1137: Mar 12

Bangor, Co Down
Atlantic 21: Mar 11, 12, 24, Apr 2 and 14

Barmouth, Gwynedd
12m Mersey ON 1185: Mar 9 and Apr 7
D class: May 7, 13 and 31

Barrow, Cumbria
47ft Tyne ON 1117: May 14 and 20
D class: Apr 14, May 15 and 26

Barry Dock, South Glamorgan
52ft Arun ON 1018: Mar 2, 8, Apr 16, 27 and May 31

Beaumaris, Gwynedd
Relief Atlantic 21: Mar 29, 30, Apr 1 (twice), 2 (twice), 16 (twice), 23, 24, 25, May 3, 24 and 29 (twice)

Bembridge, Isle of Wight
47ft Tyne ON 1126: Mar 12, Apr 2, May 17, 26 and 27
D class: Mar 12, May 2, 4 and 7

Berwick-upon-Tweed, Northumberland
Relief 12m Mersey ON 1184: Mar 9 and Apr 14
12m Mersey ON 1191: May 1

Blackpool, Lancashire
D class: Apr 29 (twice), and May 3 (twice)

Blyth, Northumberland
44ft Waveney ON 1079: Apr 17
D class: Apr 17 and May 8

Borth, Dyfed
D class: May 1, 14, 29 and 31

Bridlington, Humberside
12m Mersey ON 1124: Mar 14, 20, 26 and May 2
D class: May 1, 2 and 29

Brighton, East Sussex
Atlantic 21: Mar 28, 29, Apr 7, 9, 13, 25, May 1 (three times), 2, 28 and 29

Broughty Ferry (Dundee), Tayside
52ft Arun ON 1056: Apr 2
Relief D class: Mar 22 and 30

Buckie, Grampian
52ft Arun ON 1093: Mar 3, 11 and Apr 29

Bude, Cornwall
D Class: Apr 18, 28, May 8 and 22

Burry Port, Dyfed
D class: Mar 28, Apr 16, 23, May 2 and 28

Calshot, Hampshire

33ft Brede ON 1104: Mar 7, 13 (twice), Apr 4 (twice), May 2, 16 (twice), 25 and 26

Cardigan, Dyfed
C class: Apr 24, May 8, 10, 11, 28 and 29

Clacton-on-Sea, Essex
D class: Apr 3
Atlantic 21: Apr 4 (twice)

Conwy, Gwynedd
D class: Apr 23

Courtown, Co Wexford
D class: Mar 26, 27, 29, Apr 2, 3, and 14 (twice)

Criccieth, Gwynedd
Relief Atlantic 21: May 4, 15 and 29

Cromer, Norfolk
47ft Tyne ON 1097: Apr 26

Cullercoats, Tyne and Wear
Atlantic 21: May 8, 12 and 22

Donaghadee, Co Down
52ft Arun ON 1107: Mar 15 and Apr 2
Relief 52ft Arun ON 1077: May 28

Douglas, Isle of Man
47ft Tyne ON 1147: Apr 11, May 15, 18 and 21 (twice)

Dover, Kent
50ft Thames ON 1031: Mar 31, Apr 8, 15, 23, 24, 26, 28 (twice), May 1, 8, 19, 20 and 21

Dunbar, Lothian
D class: Mar 19, 29, Apr 17 and 24

Dungeness, Kent
Relief 12m Mersey ON 1169: Mar 7
12m Mersey ON 1186: Apr 21

Dun Laoghaire, Co Dublin
44ft Waveney ON 1036: Mar 30 and May 14
D class: Mar 19
Relief D class: Apr 25, May 14 and 31

Dunmore East, Co Waterford
44ft Waveney ON 1035: Mar 4, 9 (twice), 11, 22, Apr 14, May 8 and 26

Eastbourne, East Sussex
12m Mersey ON 1195: Mar 13 (twice), Apr 18, 19, 21, 27, May 14, 19 (twice) and 28
D class: Mar 12 (twice), Apr 27, May 16 (twice) 29 and 30

Exmouth, South Devon
33ft Brede ON 1088: Mar 20, 27, Apr 1, 9, May 6, 15 and 28

D class: Mar 20, Apr 1, 5, 9, 18, May 8, 13, 15, 17, 22 and 30

Eyemouth, Borders
44ft Waveney ON 1026: Mar 27, Apr 9 and 14
Relief 44ft Waveney ON 1001: May 1

Falmouth, Cornwall
52ft Arun ON 1058: Mar 5, 29, Apr 3, 4, May 21 and 25
Atlantic 21: Mar 4, 5 (twice), Apr 3, 4 (twice), 6, 13, 22, May 2 (twice) and 6

Filey, North Yorkshire
12m Mersey ON 1170: Apr 11, 22, May 4, 27 and 29
D class: Apr 3, 21 and May 1

Fishguard, Dyfed
52ft Arun ON 1076: Apr 19, 22 and 24

Flamborough, Humberside
Atlantic 75: Mar 6, Apr 3, 23, May 1, 2 (twice), 10, 15 and 21

Fleetwood, Lancashire
47ft Tyne ON 1156: Mar 19, 27 (twice) and May 14
Relief D class: May 14, 26 and 29

Flint, Clwyd
D class: Mar 4, 12, 13, 25 and Apr 27

Fowey, Cornwall
44ft Waveney ON 1028: Mar 5 (twice), Apr 12, 17, May 17 and 30

Galway Bay, Co Galway
52ft Arun ON 1118: Mar 7, 8, Apr 4, 30, May 18 and 30

Girvan, Strathclyde
12m Mersey ON 1196: Mar 9, Apr 3 (twice), 24 and May 10

Great Yarmouth and Gorleston, Norfolk
44ft Waveney ON 1065: Mar 13
Relief 44ft Waveney ON 1002: Apr 8, May 12 and 30
Atlantic 21: Apr 13, 21, 28 and 30 (twice)

Happisburgh, Norfolk
D class: Apr 23 and May 29

Hartlepool, Cleveland
44ft Waveney ON 1044: Apr 25 and May 13
Atlantic 21: Mar 18 and Apr 25

Harwich, Essex
44ft Waveney ON 1060: Apr 12, May 11, 12, 28 and 29
Atlantic 21: Mar 26, Apr 4

March, April and May 1994

(three times), 8 (twice), 12, 13, May 11, 12, 26 (twice), 29, 31 (three)

Hastings, East Sussex

12m Mersey ON 1125: Mar 8, 31, Apr 15, 28, May 14, 17, 18
Relief D class: Apr 10, May 2, 8 and 17

D class: May 25

Hayling Island, Hampshire

Atlantic 21: Mar 27 (twice), Apr 2, 3 (twice), 10, 17 (twice), 25 and 27

Relief Atlantic 21: May 2 (twice), 3 (twice), 8, 23, 24, 25 and 26

Helensburgh, Strathclyde

Relief Atlantic 21: Mar 13 (twice), 23, Apr 4, 9, 13, 18, 25, May 9, 11, 14, 16, 20, 27, 28 and 30

Holyhead, Gwynedd

47ft Tyne ON 1095: Mar 5, Apr 30, May 3, 14 and 30
D class: Mar 5, Apr 30, May 12 and 13

Horton and Port Eynon,

West Glamorgan

D class: Mar 6, 26, Apr 16, 24 (twice), May 2, 12 and 29 (twice)

Howth, Co Dublin

52ft Arun ON 1113: Mar 15, Apr 16, 27, May 18 and 22
D class: Apr 12 and 16

Hoylake, Merseyside

12m Mersey ON 1163: Apr 14, May 20 and 24

Humber, Humberside

52ft Arun ON 1123: Mar 1, Apr 29, May 2, 6, 7, 11, 18, 29 and 31

Hunstanton, Norfolk

Atlantic 21: Apr 8, 21, May 13 and 30

Ilfracombe, North Devon

12m Mersey ON 1165: Mar 31, Apr 30 (twice) and May 19 (twice)

D class: Apr 26

Invergordon, Highland

44ft Waveney ON 1033: May 23

Islay, Strathclyde

50ft Thames ON 1032: Mar 14, May 2, 4 and 15

Kilkeel, Co. Down

Atlantic 21: May 3 (twice) and 15

Kinghorn, Fife

Relief C class: Mar 27, Apr 13 and May 13

Kirkcudbright, Dumfries

and Galloway

Atlantic 21: Mar 29 and May 14

Kirkwall, Orkney

52ft Arun ON 1135: Mar 1

Largs, Strathclyde

Relief Atlantic 21: Mar 1, Apr 9, 14, 24, May 11 (twice), 14 and 28 (twice)

Lerwick, Shetland

52ft Arun ON 1057: Mar 3, 14 and Apr 29

Relief 52 ft Arun ON 1062: May 29

Littlehampton, West Sussex

Atlantic 21: Mar 14, 27, Apr 10, 12, May 2, 4 and 5

Relief Atlantic 21: May 5, 6, 11 and 30

The Lizard, Cornwall

47ft Tyne ON 1145: Mar 5, 6, Apr 12, 13, May 1, 28 and 31

Llandudno (Orme's Head), Gwynedd

12m Mersey ON 1164: Apr 1 and 16

D class: Mar 5 and 24

Relief D class: May 3

Lochinver, Highland

52ft Arun ON 1144: Apr 30 (twice), May 1 and 5

Longhope, Orkney

47ft Tyne ON 1138: May 3

Looe, Cornwall

Relief D class: Apr 30, May 6, 18 and 22

Lough Swilly (Buncrana),

Co Donegal

Relief D class: Mar 20, 26, Apr 17 (twice), 20

D class: May 1, 8, 17, 26 and 29

Lowestoft, Suffolk

47ft Tyne ON 1132: Apr 20 and 30

Lyme Regis, Dorset

Atlantic 21: Apr 2, 15, May 11 and 28

Lymington, Hampshire

Atlantic 21: Apr 26 and May 30

Lytham St Annes, Lancashire

47ft Tyne ON 1155: Mar 27, Apr 8, 14, May 22 and 27

D class: Mar 27, May 8, 13, 17, 27 and 29

Mablethorpe, Lincolnshire

D class: Apr 10

Macduff, Grampian

Atlantic 21: Apr 15, May 7

and 28

Mallaig, Highland

52ft Arun ON 1078: Mar 5, 17, 30, Apr 14, 30, May 17 and 30

Margate, Kent

12m Mersey ON 1177: Mar 25, Apr 14, 18, May 21, 22 and 31

D class: Mar 13 and 27

Relief D class: Apr 23, May 21, 29 and 31

Minehead, Somerset

Relief Atlantic 21: Mar 18

Atlantic 21: May 1 (twice)

and 29 (twice)

Relief D class: May 29

Moelfre, Gwynedd

47ft Tyne ON 1116: Mar 22, Apr 2 (twice), 24 and May 7

D class: May 30

Montrose, Tayside

D class: Mar 17, Apr 13 and May 14

Morecambe, Lancashire

Relief D class: Apr 8

Mudford, Dorset

Atlantic 21: Mar 5, 13 (twice), 14, Apr 27, 29, May 1 (three times), 8, 21 (twice), 22 (three times) and 30

The Mumbles, West Glamorgan

47ft Tyne ON 1096: Mar 10 (twice), 27, 31, Apr 13, 24 and May 29

Relief D class: Apr 24, 29, May 2, 19, 25, 29 (three times) and 31

New Brighton, Merseyside

Relief Atlantic 21: Mar 23, 25, Apr 10, 14, 17, 22, 24 (twice), 28 and May 26

Newbiggin, Northumber-

land

Atlantic 21: Mar 6 and Apr 3

Newhaven, East Sussex

52ft Arun ON 1106: Mar 31, Apr 5, 13, 24, 28, May 14 (twice) and 28

New Quay, Dyfed

12m Mersey ON 1172: Apr 3

Newquay, Cornwall

C class: Apr 2, 18, 22, May 1 (twice) and May 2 (twice)

North Berwick, Lothian

D class: May 26 (four times)

North Kessock,

Invernesshire

Relief D class: Apr 10

D class: May 18

North Sunderland, North-

umberland

12m Mersey ON 1173: Apr 4

Relief 12m Mersey ON 1184: May 14

D class: Apr 4 and May 14

Oban, Strathclyde

33ft Brede ON 1102: Mar 1, 16, 17, 26, 30, Apr 5, 7 (twice) and 8

Relief 33ft Brede ON 1101:

Apr 17, 21, 22, 24, 26 (twice), 27, May 2 (twice), 9, 15, 18, 19, 21, 22 (twice), 27, 29 and 31

Padstow, Cornwall

47ft Tyne ON 1094: Mar 19 and Apr 29 (twice)

Penarth, South Glamorgan

D class: Mar 10, 13, 26, 27 (twice), Apr 7, 10, 12, 19, May 27, 28 (twice), 30 and 31

Penlee, Cornwall

52ft Arun ON 1085: Mar 30, Apr 25 and 29

Plymouth, South Devon

52 ft Arun On 1136: Mar 5, Apr 1, May 13 and 17

Poole, Dorset

33ft Brede ON 1089: Mar 13, 16, 18, 28, Apr 7, 16, 23, 25, 27 and May 1 (four times)

Boston Whaler: Mar 1, 5, 10, 13, 16, 18, 28, Apr 7, 14, 17, 26, 30 and May 1 (four times)

Portaferry, Co Down

Atlantic 21: Mar 12, Apr 3, 12, 14, 27, 30, May 3, 6 and 11

Port Erin, Isle of Man

Atlantic 21: Apr 18

Port Isaac, Cornwall

Relief D class: May 5

Porthcawl, Mid Glamorgan

D class: Mar 5 and 6

Relief D class: Mar 30, Apr 3, 4 (twice), 13, 17, May 3, 26 and 30

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: May 14 and 26

Portpatrick, Dumfries and

Galloway

47ft Tyne ON 1151: Apr 16 (twice)

Portree, Isle of Skye

Relief 44ft Waveney ON 1006: Mar 21, 28, 31, Apr 15 and 17

44ft Waveney ON 1042: May 31

Portrush, Co Antrim

52ft Arun ON 1070: Mar 7, 20, 26, 27, Apr 16 (twice) and

May 7

LIFEBOAT SERVICES

March, April and May 1994

Continued

- D class:* Mar 26, Apr 6, 10, 16, 19, 20, 24, May 7 and 8
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: Mar 15, 26, Apr 1, 3, 4 and 7
Relief Atlantic 21: May 6, 22 and 25
D class: Apr 3
Port Talbot, West Glamorgan
D class: Apr 5 and May 30
Pwllheli, Gwynedd
12m Mersey ON 1168: Mar 9, 28, Apr 2, 28 and May 2
D class: Apr 28 and May 2 (twice)
Queensferry, Lothian
Atlantic 21: Mar 11, 25, 26, Apr 29, 30, May 1 (three times), 22, 23, 28 and 29
Ramsey, Isle of Man
12m Mersey ON 1171: May 17
Ramsgate, Kent
47ft Tyne ON 1154: Mar 5, Apr 10, 21, May 5, 21, 22 and 23 (twice)
Atlantic 21: Mar 10, 14, 25, 28 and May 1
Redcar, Cleveland
Relief Atlantic 21: Mar 15, 27, Apr 13 and May 7
D class: May 7 and 24
Rhyl, Clwyd
12m Mersey ON 1183: Apr 3, May 2 and 18 (twice)
D class: Apr 3, 24 (three times) and May 2 (twice)
Rock, Cornwall
D class: Mar 31, Apr 4, 8, 18, 23 (twice), 25, May 2 and 26
Rye Harbour, East Sussex
C class: Apr 27 and May 29
St Abbs, Borders
Atlantic 21: May 28
St Agnes, Cornwall
D class: May 18 and 22
St Bees, Cumbria
C class: Apr 17
St Catherine, Channel Islands
Atlantic 21: Apr 4, 27 and May 18
St Davids, Dyfed
47ft Tyne ON 1139: Mar 26, May 8 and 20
St Helier, Channel Islands
47ft Tyne ON 1157: Apr 27 (twice), May 15 (twice) and 18
St Ives, Cornwall
Relief 12m Mersey ON 1162: May 25
C class: Mar 5, 7, Apr 15, May 11 and 21
St Peter Port, Channel Islands
Relief 52ft Arun ON 1160: Mar 12, Apr 4 (twice) and May 15
52ft Arun ON 1025: May 26 and 29 (twice)
Salcombe, South Devon
47ft Tyne ON 1130: Mar 29 (twice), Apr 28, May 8, 20, 24 and 29
Scarborough, North Yorkshire
12m Mersey ON 1175: Mar 1, Apr 7, 15 and May 6
D class: May 1 and 29
Selsey, West Sussex
47ft Tyne ON 1074: Mar 27, Apr 30, May 16 and 22
D class: Apr 7 and May 26
Sennen Cove, Cornwall
12m Mersey ON 1176: Mar 30 and Apr 21
D class: May 21 and 22
Sheerness, Kent
44ft Waveney ON 1027: Mar 12 (twice), 30, Apr 2, 4, 13, 19, May 21 (twice), 22 and 29 (twice)
D class: Mar 4, 8, 16 and 30
Relief D class: Apr 16, 19, 22, 28, May 16, 27 (twice) and 29
Sheringham, Norfolk
Atlantic 75: Apr 1 and 7
Relief Atlantic 75: May 7, 20 and 21
Shoreham Harbour, West Sussex
47ft Tyne ON 1158: Mar 14, 15, 27 and 28
D class: Mar 14, Apr 3, May 1 and 2
Silloth, Cumbria
Atlantic 21: Mar 19
Skegness, Lincolnshire
12m Mersey ON 1166: Apr 17 and May 2
D class: Mar 20, Apr 17, May 7 and 31
Skerries, Co Dublin
D class: May 14
Southend-on-Sea, Essex
D class: Mar 8, 9 (twice), 13 (twice), 23 and 31 (twice)
Atlantic 21: Mar 8, 13, 21, 23, 29 and Apr 1
Southwold, Suffolk
Atlantic 21: May 22
Stornoway, (Lewis), Western Isles
52ft Arun ON 1098: Mar 25, Apr 2 (twice), 21, May 6, 28 and 30
Stromness, Orkney
52ft Arun ON 1099: Apr 20
Sunderland, Tyne and Wear
44ft Waveney ON 1043: Apr 26 and 29
D class: Apr 29, 30 and May 29 (twice)
Swanage, Dorset
12m Mersey ON 1182: Mar 17, Apr 23 (twice), 24, May 8, 17 and 23 (twice)
Relief 12m Mersey ON 1189: May 28 (twice)
Relief D class: Apr 23 (twice), 24, May 8, 17, 23 (twice) and 28
Teemouth, Cleveland
47ft Tyne ON 1110: Mar 15, 18 and Apr 25
Teignmouth, Devon
Relief Atlantic 21: Mar 6
Atlantic 21: Apr 4, 16, May 1, 3 and 8
Tenby, Dyfed
47ft Tyne ON 1112: Mar 31, May 29 and 30
Relief D class: May 1, 8 (three times) and 23
Thurso, Highland
52ft Arun ON 1149: Mar 3, Apr 13 and 25
Tighnabruaich, Strathclyde
D class: Apr 3
Tobermory, Strathclyde
54ft Arun ON 1052: May 15, 24 and 30
Torbay, South Devon
54ft Arun ON 1037: Mar 14, 26, Apr 1, 2, 4 (twice), 7 and 9
Relief 52ft Arun ON 1086: Apr 17, 21, 28, May 2, 3, 8 (twice), 16, 22 and 29
Relief D class: Mar 2, 6 (twice), Apr 15, 17 (twice), 21, 24, May 2 and 22
Tramore, Co Waterford
D class: Apr 14
Trearddur Bay, Gwynedd
D class: Apr 2, 13, May 22 and 28
Troon, Strathclyde
52ft Arun ON 1134: Mar 29, Apr 1, 23, May 1, 2, 14 and 20
Tynemouth, Tyne and Wear
52ft Arun ON 1061: Apr 23, 29 and 30
D class: Apr 6, 18, 27, 29, and 30
Valentia, Co Kerry
52ft Arun ON 1082: Mar 10
Walmer, Kent
Atlantic 21: Mar 3 and 9
Walton and Frinton, Essex
47ft Tyne ON 1075: Apr 1 and May 17
Wells, Norfolk
12m Mersey ON 1161: Apr 21
West Kirby, Merseyside
Relief D class: Mar 25 and Apr 8
D class: May 15 and 29 (twice)
West Mersea, Essex
Atlantic 21: Mar 13, Apr 1 (twice), 8, 16, 17, 21, 24 (twice), 30, May 2, 5, 25 and 29
Weston-super-Mare, Avon
Atlantic 21: Mar 8, 25, 27, Apr 23 (twice), 29, May 4 and 30
D class: Mar 25, Apr 18, 23 (twice), 29 and 30
Weymouth, Dorset
54ft Arun ON 1049: Mar 4, 12, 18, 25, 28, Apr 2, 15, 24, May 4 and 31
Whitby, North Yorkshire
47ft Tyne ON 1131: Mar 2, 13, 18 (twice), Apr 3, May 1 (twice), 4, 12 and 27
D class: Mar 20, Apr 3, 30, May 8 and 27
Whitstable, Kent
Atlantic 21: Mar 8, 12, 27, Apr 2, 3, 24, May 14, 20, 21 (twice), 22 (twice) and 30
Wick, Highland
Relief 47ft Tyne ON 1133: Mar 9
Wicklow, Co Wicklow
47ft Tyne ON 1153: Mar 3, Apr 11, 29, May 4 and 18
Withernsea, Humberside
D class: May 8
Workington, Cumbria
47ft Tyne ON 1141: Mar 4, 11, Apr 19, 22 and May 23
Yarmouth, Isle of Wight
52ft Arun ON 1053: Mar 13 and 16
Relief 52ft Arun ON 1108: Apr 27, May 1, 3, 20, 21, 23, 24 and 28
Youghal, Co Cork
Atlantic 21: Mar 5 (twice) and 6



Membership News

Governors • Shoreline • Storm Force

RAC/RNLI

The RAC has joined forces with the RNLI to promote safety on the road and at sea. As well as publicising a wide range of local, regional, national and business-linked fundraising activities, the RAC is offering RNLI supporters significant discounts on both RAC membership and insurance. Please see the RAC pack enclosed as in insert in this issue of THE LIFEBOAT for further details.

The RAC will donate up to £20 to the RNLI for each RAC enrolment and a further £15 donation on take-up of the RAC insurance offer.

Direct Debits

Thanks to members who completed a direct debit in the Spring 1994 issue of The Lifeboat. A total of 1,057 direct debits were received and we are most grateful to all those members who have chosen to pay their membership subscription by this method.

The saving in administration costs, without any extra expense to you, will ensure that even more of your support goes directly to the lifeboat crews. If you missed the opportunity

to complete a direct debit, please contact Membership Services at RNLI Headquarters on (0202) 671133 who will be pleased to supply you with a form.

Radio Advertising

After a successful trial in 1993, further radio advertising is planned during November on Classic FM and a new Scottish station (launched in September) called Scot FM. Both membership and donation versions of advertisements will be tested.

Coming Through Your Door...

A large door-drop will be distributed during October to selected regions. This follows a successful trial in February which recruited over 2,000 new supporters. Because we cannot isolate existing members when using these door-drops some people who are already members may receive the pack.

This method of recruitment has proved very cost effective, so the packs are by no means 'wasted' If you do receive a pack please accept

our apologies, but perhaps you could pass the pack to a friend or relative who would be interested in joining the RNLI?

Address Labels

One or two members have been concerned about the use of the sheet of paper carrying the address label for the Journal, and the possible cost. Rest assured that the current system is the most economical for us at the moment, although, of course, the situation is kept under constant review.

The labels currently used are known as 'cheshire labels', - an economical form of label which can be used in the mechanical process necessary for the dispatch of THE LIFEBOAT and its inserts. These labels will not adhere to polythene and require a carrier, such as the A4 sheet of paper we use at present.

The alternative is to use self-adhesive labels which will adhere successfully to a polythene wrap. However these are more expensive and cannot be used in the mechanised enclosing system. Therefore, in the interests of economy we use the cheshire labels rather than the self-adhesive kind.

It is also worth mentioning that the additional sheet of paper has allowed us to promote deeds of covenant, direct debits and other fundraising activities to members, at no extra cost, which has resulted in an additional boost to RNLI income.

Gift Membership

In this issue you will find an insert inviting you to make a gift of RNLI membership to a friend or relative.

This is an ideal way to give an unusual and thoughtful present. Not only will it be appreciated by the person who receives it, but it will help the RNLI to continue its work. With Christmas fast approaching it might also help to solve those difficult present problems, too!

Where the money goes... New production Trent and Severn class lifeboats are now entering service, each costing more than £1m

. With speeds of up to 25 knots they are reducing the response times wherever they are stationed. The prototype Trent 14-01 *The Earl and Countess Mountbatten*, pictured here is now a temporary station boat at Alderney in the Channel Islands. The station will receive a production version during 1995.



Some ways of filling the coffers...

In Brief

A WORKOUT on an assault course was one of the services offered in an Auction of Promises organised by Bangor branch. Others included advice on gardening, French language lessons and even flying lessons. The event realised £2,200.

THE Penarth ladies' guild were busy selling souvenirs at Penarth Yacht Club's regatta this year. They were also out along the esplanade with their collecting boxes and it was a good opportunity to join in the festivities and raise money for the Penarth lifeboat appeal.

THE WHITE elephant shop run by the ladies of Largs guild for a week in May raised just over £1,000.

AN EXHIBITION of paintings by Hamilton amateur artist Tommy Mansbridge was held at Calderglen Gallery in East Kilbride in May with part proceeds of sales in aid of the RNLI. Tommy ultimately presented £164 to the East Kilbride ladies' guild, and also donated one of his paintings for future fundraising. He has been donating paintings to raise funds for the Institution for many years.

IN FEBRUARY the recently reformed Newcastle ladies' guild held its first fundraising venture - A Night at the Races - and raised over £1,500.

CELEBRATIONS were held over the weekend of May 21/22 at the Old Manchester and Salford Docks to commemorate the opening of the Manchester canal by Queen Victoria in 1894. The Salford and Stretford branches joined forces and raised £870 over a rather cold and windy weekend. Fortunately, despite the choppy water in the docks, the D class lifeboat on display did not need to be launched!

Not Such a Fun Run!



While afloat in his powerboat *Sea Dragon*, Richard Buckman handed a cheque for £409.70 to the crew of the Littlehampton lifeboat, *Blue Peter I*.

Richard, a project engineer from Southwick, raised the money from sponsorship in this year's London marathon. He has strong ties with Littlehampton, since he keeps his boat in the marina, but an unusual aspect of Richard's gesture is that although he loves active sports like hang gliding, water skiing and swimming he hates running! But he accepted the challenge to run in the marathon and finished the course in 3 hours 44 minutes 17 seconds.

Pictured are Richard Buckman aboard Sea Dragon, and crew members Peter Hooper, Ivan Greer and helmsman Jerry Norris aboard Blue Peter I.

A Great Goal!

As a result of their association with Arsenal Football Club, Abbot Security Services monitored and guarded the FA Cup and the Coca Cola Cup during the last football season. As a result the club generously donated £1,000 to a charity to be chosen by Mr D.J. Jeffrey, managing director of Abbot Security Services. He and his wife are members of the RNLI and Mr Jeffrey decided that, as he is a freeman and liveryman of the City of London, it would be appropriate to give the money to the London centenary appeal.

Ferry Interesting

The Dover ladies' guild held another very successful house to house collection and flag day in July, raising £2,934 which was a 35% increase over the previous year.

A week after this event the Dover ladies embarked on their annual ships' flag day aboard the Stena Sealink ferries running between Dover and Calais.

This year the guild was able to collect on all the ferries departing from Dover between 0530 and 2030 on 30 July, which gave a total of 12 return trips. Each sailing was allocated two collectors and the boxes were issued from the Sealink desk and co-ordinated by Sealink staff.

When counting was completed a total of £706 sterling and some £200 in foreign currencies, gave a grand total of £906.

A Good Racket

The third annual American tennis tournament organised by Warminster and district branch proved a great success.

Forty-eight players from the West Wiltshire and Bath area enjoyed an afternoon of tennis, tea and competition on the 12 courts of Warminster school.

Playing as mixed doubles, seven games per round were played - the winning partnership staying on court but splitting for the next round, with all losing ladies moving down a court and losing men moving up. Thus the afternoon progressed with winners playing with losers at each change,

much movement between courts and a great amount of new partnership introductions, handshakes, and celebrations or commiserations as competitors won or lost.

Eight rounds were completed, with a break after five during which the branch ladies' committee provided a magnificent tea. Play was noticeably slower after tea!

The afternoon concluded amidst frantic adding up of score cards with the winners being presented with RNLI trophies.

The event raised £468, with everyone looking forward to play and renewed acquaintances at next year's tournament.

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Jump to it!

RNLI area organiser Pauline Speed took the plunge to put the Humber lifeboat appeal in the spotlight. Taking a down-to-earth approach, plucky Pauline abseiled off the Humber bridge – and still kept smiling! The event raised over £250.

Pauline is one of the team pushing the boat out to raise funds for a new £1,250,000 Severn class lifeboat for coxswain Brian Bevan and his crew at the Humber lifeboat station, which stands at the extreme tip of Spurn Point.



A Drink to Success!

Penny Drinkwater, a member of the Circle of Wine Writers, hosted a quiz and wine tasting evening – adding £552 to the coffers of Hampstead Garden Suburb branch which had organised the event.

Penny gave her time for a very modest fee and if any other branch is interested in this fundraising idea please contact chairman and honorary secretary Caroline Smith on 081-455 1472 for Penny's number – she lives in Hampstead but does travel!

Hot News from Yorkshire

This year's Great Yorkshire Show held in July must have been one of the hottest on record and many thousands of visitors travelled to Harrogate for this popular agricultural show.

In addition to the annual support of Leeds Shoreline branch selling souvenirs and raffle tickets, British Gas ran a 'hook a tug' competition, Volvo draw tickets were sold from the Volvo stand and Filey's ex-lifeboat *Robert and Dorothy Hardcastle* was on display, thanks to the generosity of her new owners, Nuclear Electric of Hartlepool.

The Big Box

Thornbury and District branch has thrown down a challenge! What is the record amount ever collected in one box during Flag Week?

One of the branch's supporters, a Shoreline member, offered to take two boxes into his place of work. When they were counted one contained £88, the other, putting the red seal under great strain, contained no less than £186.90, including £116 in £1 coins!

The 'hook a tug' competition was great fun and raised £500 which, together with the £1,200 raised by John Porter and his son Matthew from the sale of Volvo tickets, was donated to the Humber lifeboat appeal to raise funds for a new Severn class lifeboat to be stationed at Spurn Point.

The ex-lifeboat looked magnificent and proved quite an attraction, with visitors being asked to donate 25p to look over the boat. £984 was raised, with an additional £1,141 from the sale of appeal souvenirs and the proceeds of collecting

In Brief

THE SAUDI Arabian RNLI Eastern Province Fundraising Society, based in Ras Tanura, held its third annual event in April and forwarded £2,077 to HQ. Over a hundred people attended the residence of Don Noakes who organised the event and a good time was had by one and all! Sponsorship by British Airways, P&O Channel Ferries, the Regency and Hilton hotels in Bahrain and Arabian Foods all went towards achieving such a good result.

COMMITTEE members of Belfast branch spent a Saturday in April selling ballot tickets to shoppers at Supermac – the prize a 90 second trolley dash through the store. There was an excellent response and £1,400 was added to branch funds.

A SPECIAL RNLI evening was held in May at the Whitehouse Boating Club, St Neots in memory of Don Blake who died in 1993. Don was a founder member of the club and was also a hard working assistant box secretary for St Neots branch since 1986. Laura Fagg, Eastern region area organiser gave a talk and a video presentation on the work of the lifeboat service. A buffet was served and the profits from the evening, almost £300, were donated to the RNLI.

A RECENT film and talk presentation given by two members from the Downend branch to a 150-strong group of pensioners at nearby Filton was received very well. In addition to a £55 donation the enthusiastic group spent £142 on souvenirs and asked for a return visit in the near future.

boxes. John Brooker and friends from the Tees Endeavour branch ably manned the boat, ensuring the safety of visitors and describing the boat, its history and achievements.



Pride of the Crew



At only 11 years old Katy Malcolm is the pride of Wick's lifeboat crew, branch and guild. Since September 1992 Katy, a member of Storm Force, has raised £650.83 by organising sales outside her parents home, raffling a doll and by having a stall at the annual Christmas fair.

At Wick Harbour Day in June the branch surprised Katy with a plaque, presented by the Lifeboat Queen, Caroline Peirpoint and Coxswain Walter McPhee.

**Round Britain for the RNLI
on four wheels... and two wheels**

A to Z Endeavour

A conversation between two brothers in their local pub has led to the RNLI benefitting to the tune of £1,430. When Jamie and David Churches were in The Endeavour, Chelmsford debating whether to go on a skiing holiday or a drive around Britain the obvious question, 'why drive around Britain?', had an equally obvious answer – for charity! The A-Z Round Britain Endeavour was born.

To give their journey a purpose the brothers decided to visit an alphabetic selection of lifeboat stations. A for Aberystwyth, B for Berwick and so on, although a little poetic licence had to be employed – with X represented by Exmouth and Z by Zetland in Redcar museum!

Sponsorship forms were distributed from the pub and the pair left Chelmsford on 5 March, completing the journey in a week after visiting the Isle of Wight, Lands End, Anglesey, Oban, John O'Groats, Cromer and back home – 26 lifeboat stations, a total of 2,719 miles.

It was not until August that all the sponsorship money was in and a cheque was presented by Jamie and David to Derek Scales, honorary treasurer of Chelmsford branch. This presentation at The Endeavour brought the total raised for the RNLI since Walter Jenkins became landlord in 1983 to £5,916.35.

Le Tour de Southends

Southend lifeboat crew member Mike Whistler, together with three friends, Paul Tanner, Tony Ayre and Mike Thomason, came up with a novel fundraising idea – riding bicycles from Southend on the Mull of Kintyre to Southend-on-Sea, Essex.

Initial problems with a shortage of bikes were overcome by the donation of two mountain bikes by Universal Cycles of Rayleigh, followed by event sponsorship from computer games giant SEGA.

Hopes of starting the event from the lifeboat station at the Mull of Kintyre Southend were not realised as the station was closed some years ago and moved to Campbeltown.

However, the four bike riders received considerable support from Captain Black, honorary secretary at Campbeltown who kindly started the event from the lifeboat house.

Early fears that the Scottish mountains might prove too difficult for the team proved unfounded and they soon got into their stride to arrive some three days ahead of their estimated time of arrival at Southend's inshore lifeboat house, having covered the 683 miles at an average of 60 miles per day in a total of seven days.

The event raised £3,500, which was divided equally between the RNLI and Cancer Research.

In Brief

IN SUPPORT of the Humber appeal, the Harrogate ladies' guild ran a highly successful giant tombola and 'guess the weight of the salmon' on the forecourt of Ramus Seafoods in Kings Road, Harrogate. With 400 attractive tombola prizes the venture raised £455.

A DISPLAY of model lifeboats arranged by David Steadman at the entrance to the Northampton branch of Tesco attracted much attention and contributed £491.23 towards the Northampton branch total of £1,352 from the May collection in the store.

PETER Speight has been the Biddenden butcher for about 5 years and during this time has raised in the region of £1,700 for the Biddenden, Headcorn and District branch. He has done this with annual Christmas raffles, his 'bone box' (a lifeboat collecting box for donations for bones, for which Peter does not charge), his foreign coin jar and other donations – all done entirely of his own volition.

AFTER 30 years of fundraising on behalf of the RNLI, John Harrison of the West Mersea Yacht Club has decided to hang up his collecting box. Having created the Pennant Race in 1964 as a fun event to be raced for annually, John has organised it ever since. Every entrant is displayed on the club notice board together with a promise of a donation to the Institution and in this way John has raised something like £10,000 for his favourite charity.

By the Book

Ramsey station branch is celebrating the fact that the station's history, 'The Ramsey Lifeboats 1829-1991', has produced a clear profit of £10,000 for RNLI funds in its third year of publication.

Well over 1,000 books have now been sold and orders have been received worldwide from New Zealand to Canada. The book, which has even reached such far-flung places as the Philippines and Argentina, contains 232 pages of details of the boats, the men and the services, with 150 illustrations.

Copies are still available from the author, Captain W.N. Seybold, 36 Ballaterson Fields, Ballaugh, Isle of Man IM7 5AP at £12.95 plus £3 P&P (UK) and £4 (overseas). Cheques payable to Ramsey RNLI History a/c.

Air/Sea Fundraising

Marine artist Christopher Southcombe is the Marine Society's sea-going art tutor, teaching drawing and painting at sea, currently in Shell oil tankers.

While flying out to join a tanker in the Gulf Christopher was signing certificates to accompany prints of his painting of the Padstow lifeboat *James Burrough* – the original had fetched £1,000 for the Padstow fishermen's appeal following the accidents in 1992, and prints are now helping to raise funds for the RNLI.

Next to him on the aircraft was an American, who became so interested in Christopher's story that he wanted a framed print – without even having seen the picture! He now wants one of every lifeboat print Christopher issues, and will have one of the first of the new print of the Trent class lifeboat (which is advertised on the inside back cover of this issue).

Once aboard the tanker, *Lima*, Christopher spent more than 100 hours on a detailed painting of the ship off Table Mountain. The master, Captain John Briand, gave him a cheque for £250 for the RNLI and many of the officers and crew have bought prints of the Padstow lifeboat.

On his recent return flight from a ship in the Far East he sold a print to the chief steward of the aircraft somewhere over central Asia!

With Christopher at work in the air and on the high seas, and the Padstow ladies' guild at work at home, the image of *James Burrough* is spreading around the world and funds are growing, slowly but steadily.

Christopher is hoping to raise more than £4,000 from the issue of his most recent print of the first Trent class lifeboat.

Whisky Galore

Sir Charles McGrigor (convenor of the Scottish Lifeboat Council) and Lady McGrigor recently attended a reception and presentation at Oban Distillery. Also present were members of Oban lifeboat crew and Captain Norman MacLeod, station honorary secretary.

The chairman of United Distillers, Tony Greener, presented a cask of malt whisky to Oban station branch in recognition of the close connection between the RNLI and the company – for the past six years distillery employees have supported the station's annual fundraising events.

The cask will lie unopened until 2012 when it will be auctioned on behalf of the lifeboat station to celebrate its 40th anniversary.

City Celebrates with a Concert

Monday 13 June 1994 was an historic day for the City of London branch, as it marked the 100th anniversary of its formation.

As the centrepiece of the centenary celebrations, a very special concert was staged in the splendour of St Paul's, sponsored by Messrs Sinclair Roche and Temperley a leading city law firm specialising in the maritime field.

Some 1,700 people, including the Lord Mayor of London and the sheriffs, filled the cathedral for a wonderful programme of music and words with a wholly maritime theme.

The script for the concert had been written by Patrick Garland, artistic director of the Festival Theatre, Chichester, and a piece of music – a cantata entitled 'Stronger than the Storm' – was specially commissioned for the occasion by the well-known English composer Alan Ridout.

The City of London Sinfonia, the choir of St Paul's, the internationally acclaimed baritone Benjamin Luxon and the Treverva Male Voice Choir from Cornwall, comprised mainly of fishermen and sailors also performed at the concert. Interspersed with the music were readings by Patricia Routledge and Timothy West.

In all it was a splendid and evocative evening and one could not think of a finer way to mark such a special anniversary. More than £35,000 was raised for the RNLI, part of which will go to fund two D class lifeboats.

Paddle Aid

West Cumbria canoe club joined with Churches Together in Silloth to support the new Silloth lifeboat house appeal with a sponsored paddle.

In poor visibility five kayaks headed out into the Solway with the Workington lifeboat, on a routine exercise, standing by. With the help of the tide and a gentle breeze the kayaks headed off towards Silloth, 20 miles up the Solway coast. As the kayakers arrived at Silloth out of the fog, builders working on the new lifeboat house were really taken aback. The new station stood just seven breeze blocks high!

Generous sponsorship from Lendal Paddles, Cumbria Canoe Club and the good folk of Silloth raised £929 – the extra £29 coming in after the official handover and being more than welcome as a few more breeze blocks are needed to complete the boathouse!

Blue Peter Update

The total raised so far from auctions of the vast stock of 'booty' sent in by viewers of the BBC TV programme 'Blue Peter' is approximately £750,000, with another four auctions still to come.

The appeal has replaced six existing 'Blue Peter' inshore lifeboats and well over £500,000 has gone towards funding the new Trent class lifeboat *Blue Peter VII* stationed at Fishguard.

Profits from Plaques

Hubert James surprised the Birmingham RNLI office recently with a donation of £246.38 from the sale of Battle of the Atlantic plaques which he had made for the benefit of charities connected with the sea.

Mr James served on *HMS Cheshire*, *HMS Anson* and *HMS Tintagel Castle* during the Battle of the Atlantic and was aboard *HMS Anson* during the bombing of the *Turpitz*. He started having the plaques made to mark his annual meetings with German survivors of the sinking of the *Bismarck*. The polished wood plaques are 9in by 7in, mounted with nine pieces of solid brass depicting a flying boat representing the RAF, cargo ship and tanker representing the Merchant Navy, corvette representing the Royal Navy, Captain Walker's sloop *HMS Starling*, a German U-Boat, the Royal Naval Association badge, the Merchant Navy badge and the Battle of the Atlantic Star.

The plaques are made entirely for the benefit of the five charities and cost £21 including post and packing. They would make excellent draw prizes for fundraising events or indeed excellent presents for those who have a special interest in this period. Mr James can be contacted on 021-327 2479.



Launch Day Goes Live

On Sunday 24 July Selsey Launch Day once again took place at the conclusion of the flag week in the area. Stalls of all kinds were set up on the village green, run by local RNLI supporters and other organisations in the village. On this occasion BBC Radio Solent presented their 'Sunday Scene' live from the event, hosted by Nick Girdler and Sandi Jones.

The sun shone throughout the day and over £2,000 was raised for the Institution – and £89 of that was collected in a bucket which stood on the BBC presenters' table throughout the broadcast!

Lug-a-Lifeboat

A team of Milford Haven 'posties' undertook a sponsored lug-a-lifeboat and raised a remarkable £2,506 for Hakin Point (Milford Haven) branch.

Members of the branch committee saw the posties off on their 26 hour 'lug' of a D class lifeboat by road to Pembroke Dock where they crossed to Rosslare and back by B&I ferry.

Members of the public, local pubs and clubs generously supported the team and the 'lug' also received donations of £250 each from the Royal Mail and Elf Oil company, and £400 from B&I Line crews.

Accepting the cheque with thanks Ethel Clark, branch honorary secretary, praised the posties for their enthusiasm and commitment and presented the team with a framed certificate of thanks saying: 'Aren't our posties wonderful!'

Due to the very large number of Fundraising reports received during the summer months it has been necessary to hold a number over for future issues of THE LIFEBOAT

Anstruther Gala

The firing of a maroon signalled the start of Anstruther's sixteenth annual lifeboat gala – where a crowd of 10,000 had flocked to the fishing village in Fife.

The Kirkcaldy and district pipe band led the procession of floats and rafts from the nearby holiday village through the streets to the beach for the start of the raft race, won this year by The Ship Tavern which also took the award for the best dressed raft and for the highest sponsor with £600.

As well as a variety of stalls there were also many static displays on the sea front by the Royal Navy, the Army and the RAF while the Arbroath sea cadets bugle band provided musical entertainment. A Sea King helicopter from HMS Gannet was parked on the jetty at the harbour and later took part in a sea rescue demonstration with Anstruther lifeboat. A record £7,500 was raised from the enjoyable day.

Stepping Out

The third Castlemartin Chapels Fun Walk and Run to be organised by the Pembroke ladies' guild in conjunction with the Royal Armoured Corps Ranges, took place in July.

Far from perfect weather did not deter hundreds of people converging on St Govan's to take part in the sponsored walk and run. As they waited for the start entertainment was provided by the Pembroke Borough silver band and there was also a hornpipe display by members of the Pembroke Dock sea cadets.

A tug of war competition drew the crowds, there was a chance to have an hour of rock climbing instruction, and many of those present sampled the delights of a barbecue provided by the German Army staff at Castlemartin - this proved so popular that at one stage they ran out of food! Refreshments were also provided by the ladies of Bosherton WI.

The walk was started by Councillor Malcolm Crossman, Mayor of Pembroke and nearly 350 adults, children and dogs took to the coast path to complete either a four or eight mile course – twenty-one runners set off for the fun run. With sponsorship money still coming in, the very successful event has so far realised £4,280.

Underground Activities

Two members of Bishopston branch found an unusual way to make a street collection on Bristol flag day.

Liz Kearns and Fred Kirk took part in a charity walk under the streets of Bristol through a newly constructed sewer complex which stretched for 6km.

Wessex Water gave the RNLI and other charities the opportunity to raise money in this novel way, as well as adding a generous donation of £50.

Liz and Fred thoroughly enjoyed themselves and raised more than £400.

In Brief

IT IS NOW ten years since the **Petts Wood and Crays** branch re-formed and a party was held in July to celebrate the occasion. Although only a small branch it is very active and, thanks to its supporters, £97,000 has been raised in the ten years.

JULIE Morley was out and about with a collecting box in Port Talbot when she went into labour. Julie and her mother got home just in time and Thomas was born (three weeks early) before the midwife arrived! Father, crew member Graham, was delighted to have a potential crew member!

ONE OF the prizes at a fund raising event at the Winter Gardens in Cleethorpes in aid of the Humber appeal was a hot air balloon trip over Yorkshire. The event raised over £300 and Storm Force member Stuart Hardcastle from Leeds was the lucky winner. Stuart proudly wore his Cleethorpes RNLI sweater for the one-and-a-half hour flight.

ACTRESS Sarah Finch shared the lime-light with Storm Force member Gregory Smyth during her visit to a Watlington Players workshop. Over the past year nine-year-old Gregory had collected the family's loose change and raised £50 for the RNLI. John Owen, area organiser (south east) accepted the money from Gregory.

A DONATION of £10,000 was made to the RNLI by Vic Turner, committee member of **Stanmore** branch at an afternoon tea organised by the branch which raised another £381. Mr Turner has provided the branch with many forms of practical help, so a personal donation of this size was indeed icing on top of an already large cake.



First prize for the best dressed raft and float at Anstruther's Gala went to the Ship Tavern
Photo William F. Flett

People and Places

around and about the RNLI

Drama after the draw!

The former Beirut hostage, John McCarthy, and comedienne Sandi Toksvig drew a massive crowd to Weymouth's harbourside when they kept a promise to the RNLI to pick the winning tickets in the 66th National Lottery.

The pair visited the RNLI stand at the London Boat show in January as they prepared for a 2,000 mile voyage of discovery. There they met Anthony Oliver, deputy head of Fundraising and Marketing, and promised to make the draw on 31 July – but at that stage they had no idea where their travels would have taken them by that day.

They set sail on the 1911 pilot cutter *Hirta* in the middle of May to make a series of eight half-hour programmes for the BBC, to be called 'Island Race'.

As the end of July approached it was touch and go where they would be on the last day of the month. They had been held up by bad weather and storms in Scotland and down the east coast. They might be in Yarmouth on the Isle of Wight or they might have made it as far as Weymouth.

With only days to go before the draw the location was decided – they would reach Weymouth by the 30th – and by 4pm on the afternoon of Sunday 31 July hundreds of locals and holiday-makers were lining the quayside outside Weymouth lifeboat station to witness John and Sandi's arrival.

Hirta was moored on the opposite side of the harbour to Weymouth lifeboat *Tony Vandervoell* so the local ferryman took a few minutes off from rowing queues of holidaymakers across the harbour to bring them to the steps by the lifeboat station, to be greeted by the cheering crowds.

Anthony Oliver and station honor-

ary secretary John Culley officially welcomed Sandi and John before asking them to draw the sixteen winning numbers.

Before asking Sandi Toksvig to pull out the first lottery ticket, Anthony Oliver announced that the 66th National Lottery had raised £136,726 – £1,000 up on the last lottery, drawn at the end of April.

The top prize went to Mrs R. Blogg of St Leonards on Sea. A familiar name, and, as it turned out Mrs Blogg's husband Martin is the lifeboat hero's great grandson.

A huge cheer went up from the crowd as John drew the ticket for one of the £100 prizes – a local man from Portland.

After signing copies of his book John joined Sandi on board Weymouth lifeboat which launched under the command of Coxswain Robert Runyard to catch up with *Hirta*, now on her way to Dartmouth.

But as the lifeboat approached Portland Bill, with *Hirta* in sight, there was a report of an upturned dinghy, so a swift about-turn was executed and full speed made to the scene of the incident – with John, Sandi and the film



crew participating in the unexpected drama. On arrival they found the dinghy had been pulled ashore by another boat minutes earlier.

Meanwhile *Hirta* had continued towards Devon, and by the time the lifeboat reached Portland Bill for the second time she was only a dot on the horizon! However John and Sandi were finally put aboard and *Hirta* continued on her way with a full crew again.

The prizewinners were:
£2,000 Mrs R. Blogg, St Leonards on Sea, Sussex.
£1,000 M.R. McCracken, Wirral, Merseyside.
£750 Mrs L.M. Brainwood, Grays, Essex; Mrs J. Oliverson, Glasgow. **£500** Mrs E. Wilson, Birmingham. **£250** Jean Ryan, Leeds. **£100** C. Hodson, Rochdale, Lancs; B.E. Hobbs, Beaumaris, Gwynedd; Mrs J.M. Clegg, Deeside, Clwyd; R.P.C. Farrell, Portland, Dorset; Mr & Mrs D. Sims, Scarrington, Notts. **£50** Mrs M.A. Clark, Yelverton, Devon; Miss J. Cole, Guildford, Surrey; Mrs H. Nixon, Consett, Co Durham; N. Collet, Egham, Surrey; Mrs F. Hunter, Perth, Scotland.

•'This Island Race' will be broadcast next spring on BBC1.

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:

Aberdovey – Crew member A. Coghill
Aldeburgh – Second Coxswain R.G. Burns, Assistant Mechanic G.R. Burns
Appledore – Crew member T.R. Harkness
Blyth – Crew member D. Taylor
Eyemouth – Crew member G. Walker

Filey – Crew members R.W. Robinson, J.P. Ward
Flamborough – Crew member D. Freeman
Horton & Port Eynon – Crew member L.J. Grove
Howth – Crew member E. Howard
Kirkwall – Coxswain J. Mitchell
Newhaven – Deputy Second Coxswain I.D. Johns
Peel – Crew members B.B. Maddrell, C.A. Makin, W.P. Quane
Portrush – Crew member L.T. Craig

Portsmouth – Crew member C. Beeston
Ramsgate – Crew member T.E. Hurst
St Bees – Shore helper E.W. Forbes
St. Ives – Head launcher J. Stevens, shore helpers D. Clarke, W. Paynter.
Stornoway – Coxswain Mechanic M. MacDonald
Sunderland – Shore helper G.A. Clark
Tenby – Crew member K.J. Lewis
Workington – Coxswain J. Reay
Yarmouth – Assistant Mechanic S. Pimm, crew member A. Howard

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On Station

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

ALL-WEATHER

Exmouth - Waveney 44-019 (ON 1045) *Louis Marchesi of Round Table* on 8 July 1994.

Fenit - Arun 52-22 (ON 1081) *Ralph and Bonella Farrant* on 19 August 1994.

Fishguard - Trent 14-03 (ON 1198) *Blue Peter VII* on 2 September 1994

INSHORE

Relief - D458 *Maureen Samuels* on 18 May 1994.

Skegness - D460 *Leicester Fox* on 3 June 1994.

Portaferry - B706 *Blue Peter V* on 13 June 1994.

Criccieth - B707 *Mercurius* on 30 June 1994.

Port St Mary - D462 *Frances* on 13 July 1994.

Blyth - D464 *Wren* on 20 July 1994.

Looe - D461 *Spirit of RAOC* on 12 August 1994.

With effect from June 1994 the following inshore lifeboats have been on all-year-round service:

Aberdeen - D386, Arbroath - D330,

Barmouth - D374, Borth - D344,

Dunbar - D397, Moelfre - D381,

New Quay - D339, Pwllheli - D372, Rhyl - D348

Obituaries

With deep regret we record the following deaths:

JUNE 1994

Miss Sheila Barrie, who together with her late sister Moira jointly funded the D class lifeboat *Charlie B* formerly stationed at Tenby.

Jack Downing, president of Stourbridge branch from 1980, chairman from 1963-1980 and founder member from 1953. He was awarded a statuette in 1973, a Gold badge in 1980, a bar to the Gold badge in 1986 and an honorary life governorship in 1993.

Frank West, founder of Cuffley branch. He was chairman from 1968 to 1973 and from 1973 served as honorary president until his death.

JULY 1994

Maurice Hardy CBE CENG, who funded the prototype Severn class lifeboat *Maurice and Joyce Hardy*.

Cecil Baxter, honorary secretary of Kilkeel branch from 1957 to 1988 and president until his death. Mr Baxter was made an honorary life governor in 1992 in recognition of his service to the branch.

Mrs Bessie Evans, president of New Quay ladies' guild. She joined the branch in 1976, was its honorary treasurer from 1977 to 1991 when she was appointed president. Mrs Evans was awarded a Silver badge in 1987.

AUGUST 1994

Mrs Rosamund Wade, chairman of Worksop ladies' guild. Mrs Wade was a founder member of the guild and was its first chairman from 1980 to 1982. From 1983 to 1985 she was secretary and served as chairman from 1993 until her death.

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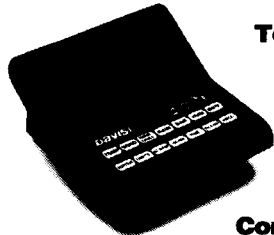
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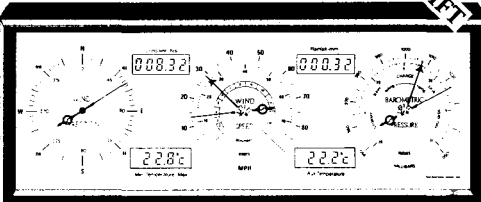
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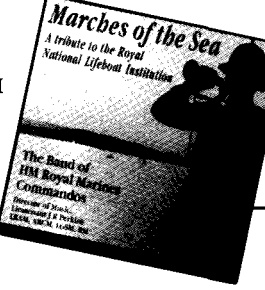
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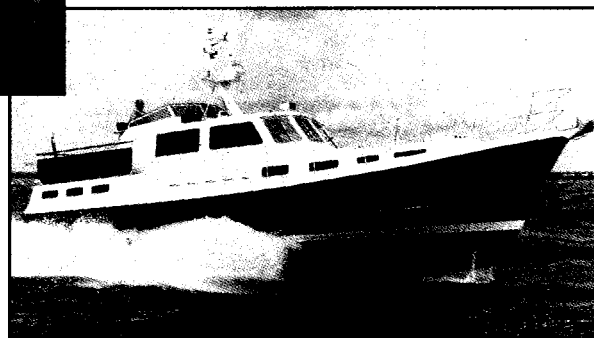
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by Christopher Southcombe



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The Artist

Christopher Southcombe is a marine artist of considerable skill who is rapidly establishing himself as one of our foremost lifeboat artists. Whilst still at school he received commissions for oil paintings of ships and the sea. He joined the Royal Navy and for years resisted the suggestions and encouragement that he become a professional marine artist, but for 30 years he continued to study and paint the sea. Now, at last, he has become a full-time artist and is currently the Marine Society's sea-going art tutor. He has been a lifelong supporter of the RNLB and a life governor for many years.

The Print

Aptly entitled "WHEN OTHERS SEEK SHELTER" the painting depicts the first Trent class lifeboat powering its way out of Plymouth Sound ahead of a superbly painted wake to answer a shout, whilst fishing boats run for shelter before the approaching storm. One can almost hear the engines growling as the boat speeds away into the gathering storm. The lifeboat is painted with meticulous and accurate detail - hallmarks of Southcombe's work - whilst the sea and sky are wild and evocative.

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