

The Lifeboat



Winter 1994/95

Services around the country

Dover Straits Lifeboats

What and Where





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Contents

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Number 530

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COVER PICTURE

from Portsmouth lifeboat

Crew member Paul Redmond cares for a four-year-old boy aboard the Atlantic 21 class lifeboat *City of Portsmouth* during a service on 2 October 1994. A full report of the service appears on page 257.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1995, and news items should be received by 10 February 1995, 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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Flying the RNLI flag

Three members of Port Talbot lifeboat crew represented the Institution at the Annual National Service for Seafarers at St Pauls Cathedral on 19 October 1994.

Ronald Jones, Peter Thomas and Robert Parker formed the RNLI's colour party to represent the more than 4,000 lifeboat men and women at the Institution's 212 lifeboat stations.

Peter Race, coxswain of Teesmouth lifeboat for the past eight years, was the Institution's representative at the Festival of Remembrance at the Albert Hall on 12 November.

NEWSPOINT

Although more than half of the Institution's service are now to pleasure vessels the continuing needs of commercial shipping, and the different nature of the services involving them, have been highlighted by events in recent months.

In August 1994 Ramsgate and Margate's lifeboats were involved in the evacuation of large numbers of people following an engine room fire on a cross-Channel ferry, and in October Lerwick's Arun was once again called to the aid of a factory ship. This time 67 people were taken off by the lifeboat – in horrendous conditions as the report on page 257 of this issue reveals.

The large numbers of survivors involved present a totally different set of problems both in the conduct of the service – taking off 67 survivors often means at least that number of difficult and dangerous approaches, taking off one survivor at a time – and in designing and equipping lifeboats to accommodate them.

The possibility of a major incident in a busy shipping area obviously also influences the Institution's level of cover in any particular area, and again our look at the Dover Straits stations in this issue is timely and relevant.

The Annual Meetings

The RNLI's annual presentation of awards is one of the highlights of the Institution's year, with more than 2,000 people gathering each year to see lifeboatmen receive bravery medals and fundraisers presented with awards for long service.

In 1995 the venue for the meeting, and for the RNLI's AGM which precedes it, has been changed to the Barbican Hall in the City of London as the RNLI considers this venue is able to offer facilities better suited to the occasion. In addition, the date of the meetings has been changed to **Thursday 18 May** to avoid both the new date of the bank holiday and the VE Day celebrations.

Both meetings will be held in the **Barbican Hall**, the Annual General Meeting at 1130 and the Annual Presentation of Awards at 1430.

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

The AGM is restricted to Governors of the Institution but the afternoon presentation of awards is open to all – members, supporters and other interested parties are cordially invited to attend.

Tickets are available from the AGM office at headquarters and all requests should be received by 31 March, for despatch in early April. Full directions on how to get to the Barbican Centre will be enclosed with the tickets, together with details of the facilities available on the day, such as cafes, bars, RNLI stalls and exhibitions.

This year a registration system is being introduced and supporters will be asked to register at a central point before attending either meeting. This system should result in fewer empty seats in the lower part of the auditorium.

The AGM office at RNLI headquarters will be pleased to answer any queries which may arise before the date of the meeting.

Please note amended date

Safety on the Sea

A new booklet, the first to be produced by the RNLI's Sea Safety Liaison Working Group and called *Safety on the Sea*, will be available from January 1995.

The free 16 page publication has been designed to give basic safety guidelines that all recreational boat users should be aware of

before going to sea, and has been produced in an easy-to-read style with each section illustrated with at least one apt cartoon.

Incorporated with the back cover of the booklet is a detachable card enabling boat owners to join the Coastguard's Yacht and Boat Safety Scheme by providing their local Mari-

Dashing home to Porthleven

On 14 September 1994 a lifeboat which had left Porthleven some 65 years before made a triumphal return to the Cornish village.

Dash was built in 1902 and had served at Porthleven from 1926 until the station was closed in 1929.

The boathouse was used as a store until it was renovated in 1992 and turned into The Shipwreck Centre which houses a good collection of photographs and details of *Dash's* services.

Sold out of service in 1929 *Dash* was converted to a ketch rigged yacht and renamed *Naomi*. She was discovered in Gweek and rescued in the nick

of time by a Porthleven resident, who has brought her home for restoration.

A charitable trust has been set up to carry out the considerable restoration work required.

Dash sits on Porthleven harbourside, bearing her original name again and showing the considerable amount of restoration work required.

time Rescue Centre with details of their boat, usual cruising areas and safety equipment.

The Sea Safety Liaison Working Group is made up of representatives from the RNLI, the Coastguard, Marine Safety Agency, RYA, British Marine Industries Federation and the Royal Lifesaving Society, and the booklet can be obtained from any of them.





Treasure trail comes to an end

Saturday 5 November saw the RNLI's 17th and final auction of 'treasure' sent in by 'Blue Peter' viewers during the Pieces of Eight appeal. The appeal total broke through the £1m barrier at the previous auction at Ringwood on 21 October and now looks well on target to make £1.4m.

When the appeal was launched on the popular BBC1 children's programme in November 1993 it was hoped that enough money would be raised to place six new 'Blue Peter' inshore lifeboats at Beaumaris, Cleethorpes, Littlehampton, North Berwick, Portaferry and St Agnes.

But the treasure flowed into the Ringwood warehouse so rapidly that within a week of the appeal being launched a new target was set - 'Blue Peter' would have its first all-weather lifeboat.



The first all-weather 'Blue Peter' lifeboat, the Trent class *Blue Peter VII*, on trials before going to her station at Fishguard.

On show at Southampton

The RNLI has had a fundraising presence at the Southampton Boat Show for many years, organised and run by the Southampton Board - a grouping of the local branches and guilds.

Over the years the show has grown in prestige and importance, so for the 1994 event - held between 17 and 25 September - the resources of the Institution's display and public relations teams were added to the efforts of the local volunteers.

The result was an extremely successful event with a highly professional-looking stand providing a good base for the sale of souvenirs and membership and an Atlantic 75 'simulator' (a moving centre section and console) attracting the younger visitors to the benefits of Storm Force membership.

An Atlantic class lifeboat from the nearby Inshore Lifeboat Centre at Cowes took part in many of the search and rescue demonstrations put on during the show, adding to the Institution's high profile at the event.

It was decided that the all-weather lifeboat *Blue Peter VII* should be a new Trent class - costing around £1m - and would be based at Fishguard in Wales. *Blue Peter VII* is now a reality - she has already been involved in five services.

New inshore lifeboats are on station at St Agnes, Cleethorpes, Portaferry and New Berwick - with new boats due at Littlehampton and Beaumaris in the future.

The work involved in open-

ing and sorting around 1.5m parcels of treasure, ranging from a silver candelabra to a rusty spoon, has kept 13 people busy full-time for a year.

At one time two warehouses were stacked from floor to ceiling with Royal Mail cages and the last of the parcels, delivered last January, was finally opened in September.

'Blue Peter' cameras filmed the final auction and the BBC broadcast a 'Blue Peter Pieces of Eight Special' on 7 November.

In charge of the entire sorting and auction operation was David Duncombe-Anderson, a keen lifeboat supporter, who was employed on a contract to organise the Ringwood ware-

house and auctions for the duration of the appeal. He so impressed auctioneers Phillips that he has since been offered a job at their Winchester branch, with the chance to conduct auctions.

The highest price obtained for any single item was at the final auction, where a late 19th century renaissance pendant (which had been found in a box of costume jewellery) was sold as a single lot.

The pendant, which is of gold and set with baroque pearls and old cut diamonds, fetched £3,500.

Fittingly the pendant went to one of the regular dealers who had supported the RNLI 'Blue Peter' appeal throughout.

The first 100

The RNLI had 100 serving female lifeboat crews for the first time when 24 year old Holly Phillips joined the crew of Poole lifeboat in October.

The first ever lifeboat woman joined the crew of Atlantic College's inshore lifeboat in 1969 and although numbers have fluctuated since then they have never before reached triple figures. Female crew members are now active in both the Institution's inshore and all-weather lifeboat fleets.

New Agency

The RNLI has appointed a new agency to conduct its advertising campaigns after a presentation of ideas by three companies approached about taking on the Institution's account.

Burnett Associates will now be looking after the advertising account for the Institution's membership and other fundraising approaches. For 12 years the RNLI had worked with The Response Initiative, which had been responsible for many of the current and very successful fundraising advertisements, but the company wished to move along a different path.

Land and Sea

The RAC's link with the RNLI reported in the Autumn issue of *THE LIFEBOAT* continues, with the motoring organisation now extending their offer of direct donations to the Institution's funds whenever an insurance quotation is given or a policy taken out.

The RNLI receives £1 for every quotation and a further £14 for every policy taken up, together with £5 per renewal. The RAC is also offering discounts on insurance and breakdown membership to RNLI supporters.

More details are given on the advertisement inside the front cover of this issue.

Island's Royal presentation

HRH The Duchess of Kent visited St Helier lifeboat station on 31 October.

While at the station she presented the Thanks of the Institution on Vellum to Nigel Sweeny, helmsman of the nearby St Catherine's Atlantic lifeboat and framed letters of appreciation from the RNLI's

director to crew members Paul Richardson and John Heyes.

The awards followed a service by the Atlantic on 1 January 1994 when a surfer was saved in darkness and very poor conditions. A full account of the service appeared in the Autumn 1994 issue of *THE LIFEBOAT*.

Lifeboat Services



ONLY TOP OF YACHT'S MAST VISIBLE IN SEAS

Five saved as yacht drifts on to shoal in gale force winds

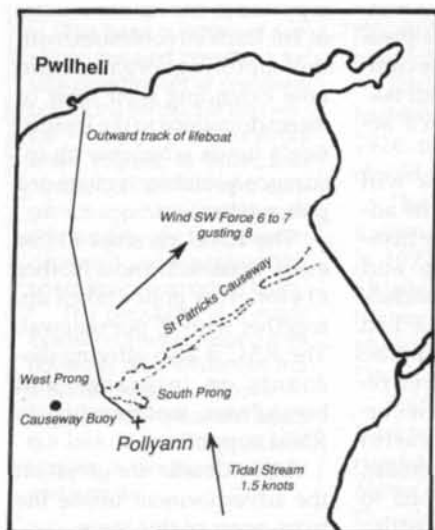
A service in severe conditions to a disabled yacht with five people aboard has earned Robert Wright, the coxswain of Pwllheli lifeboat, the Thanks of the Institution inscribed on Vellum. The yacht was being driven into extremely shallow water and could have broken up on a dangerous shoal had the lifeboat not been on hand.

In his report George Rawlinson the deputy divisional inspector of lifeboats, west division, remarked that Coxswain Wright's careful boathandling during the first part of the tow was important to the success of the rescue.

Emergency mechanic Clive Moore will receive a framed letter of thanks from the RNLI's Chairman for his part in boarding the yacht and the remainder of the crew will receive Vellum Service certificates.

It was at 1712 on 28 March 1994 that Holyhead Coastguard requested a launch to *Pollyann*, a yacht in difficulties some 13 miles south of Pwllheli.

The station's Mersey class lifeboat *Lilly and Vincent Anthony* launched on service at 1723 into a SW Force 6 to 7, with poor visibility and drizzle. It was just after low water on the biggest tide of the year and the strong SW wind resulted in a rough, short and steep sea in the very shallow northern part of Cardigan Bay.



*Thanks on
Vellum*

Course was set for the Causeway Buoy, some 12 miles to the south of Pwllheli, and the lifeboat made good speed in the direction of the casualty while trying to establish radio contact with her.

Contact was eventually established and as a result of a VHF DF bearing the lifeboat altered course slightly to port, directly towards her. About ten minutes later a new bearing and the yacht's description of her position indicated that she was to the south of the notorious Sarn Badrig, or St Patricks Causeway.

Danger

Radar contact at four miles showed the casualty about a mile south of the South Prong of the Causeway – an area of shallows extending ten miles offshore and known for its violent breaking seas.

The casualty was in danger of being driven onto the Causeway and the lifeboat needed to pass over the West Prong, an outlying corner of the shoal, to reach her before she was driven into dangerously shallow water. *Lilly and Vincent Anthony* shipped some heavy seas crossing the shallows of the West Prong before reaching the disabled *Pollyann* at 1835. Here the SW Force 6-7 was gusting Gale Force 8, with a very rough, short breaking sea. A moderate SW swell, poor visibility and drizzle compounded the difficulties.

The best way to effect a rescue was to tow the yacht clear of the area, but although two of the yacht's crew were in her cockpit they could not catch and make



fast the tow line.

Emergency mechanic Clive Moore volunteered to go aboard and, after four attempts, he was transferred onto the violently rolling yacht. A tow was then passed successfully at the first attempt and the coxswain brought the yacht head-to-sea while the casualty drogue was passed and streamed by Moore.

Having made sure the yacht's crew were safe and secure a course was set to the NW in order to clear the shallows of the West Prong before making for Pwllheli Harbour. The yacht had lost her rudder and was very difficult to tow despite the steadying effect of the drogue so, as the casualty had a roller furling headsail, Clive Moore set it partially in an attempt to steady the motion of the disabled yacht.

Breaking

The coxswain had to nurse the lifeboat and yacht through the breaking seas, which were so large that at times only the top of the yacht's mast was visible to the lifeboat crew. The coxswain continually altered course and speed to ease the casualty through the waves, with the lifeboat taking the worst of the breaking seas.

Coxswain Wright had to watch the yacht continuously, so he put assistant mechanic Alwyn Roberts on the wheel with a course to steer and instructions to square up to the worst of the breaking seas. The coxswain then controlled the engines and watched the casualty from the upper steering position – by the light of the searchlight as darkness fell.

After rounding the West Prong the seas came round to the port quarter when on a course for Pwllheli, and the motion on both vessels eased considerably so speed could be increased from around four knots to seven knots.

The crew of the yacht were suffering from severe seasickness, but the harbour entrance was made at 2205 and the yacht was berthed alongside at 2217 where an ambulance was waiting.

By 2315 the lifeboat was rehousing, refuelled and ready for service again.

Escort for barge with dangerous list



Holyhead's relief Tyne class *Voluntary Worker* was called on to stand by when the cargo aboard the 40m lifting barge *Eileen Dubv E* shifted in a Force 6 WNW wind and moderate to rough seas some seven miles from the station.

During the two-and-a-half hour service on 15 November 1994 the lifeboat

escorted the vessel, whose list had increased to 20° when her cargo of buoys and chains shifted, into the safety of the outer harbour at Holyhead.

The P&O RoRo ferry *Buffalo* provided a lee for the stricken vessel and also escorted her during the passage to Holyhead.

Thanks on Vellum for Scarborough service

A service on 12 August 1994 by Scarborough's Mersey class *Fanny Victoria Wilkinson and Frank Stubbs*, which was reported in the Autumn issue of THE LIFEBOAT, has led to Coxswain Richard Constantine being awarded the Thanks of the Institution inscribed on Vellum.

The lifeboat had been launched to help search for a woman who had been swept into the sea, and Coxswain Constantine made eight attempts to approach her in extremely difficult conditions. A strong onshore wind was creating a 12ft sea, which rebounded from a sheer sea wall to create very rough and confused conditions.

In his report Tom Nutman, divisional inspector of lifeboats for the north division described Coxswain Constantine's seamanship as 'superb' and said: '...he kept excellent control of his lifeboat in a very dangerous situation and although he was unable to retrieve the casualty nothing but praise has been heard from all of those at the scene.'

Thanks on Vellum

The reason they do it...

The front cover photograph of this issue of THE LIFEBOAT, reproduced here, sums up the work of the lifeboat crews - a survivor in good hands and on his way



to safety ashore.

This service, by both of Portsmouth (Langstone Harbour)'s inshore lifeboats is hardly an epic, yet it illustrates well the almost routine work which means so much to survivors and crew members alike.

This incident began when Solent Coastguard informed the station that a small 14ft power boat was stranded on the southern end of the East Winner sandbank in a SW Force 3 to 4.

The station's D class inflatable took only 10 minutes from launching to reach the casualty, but had to be 'bump-walked' as near as possible on the falling tide. A crew member walked to the stranded vessel, and finding there were six people aboard radioed back to the D class which in turn requested the station's larger Atlantic 21 to launch.

The six survivors, including the four-year-old pictured and a seven-year-old with physical and mental disabilities, were then escorted to the D class, which



was then walked out to deeper water to meet the Atlantic.

All of the survivors were returned safely to the lifeboat station where a warm room and hot drinks soon returned them to health. The stranded motor boat was recovered at the next high tide.

LIFEBOAT LESS THAN 20FT FROM CLIFFS

67 saved from stranded factory ship in Storm Force winds

Lerwick's Arun class lifeboat *Soldian* was involved in another service to a Russian factory ship on 31 October 1994, another service in very bad weather and involving the evacuation of a large number of people.

There was a SE Gale Force 8 gusting to Storm Force 10 when Shetland Coastguard contacted Lerwick lifeboat station at 0056 on 31 October 1994. The 10,074 tonne *Pionersk* with 155 people on board had run aground at Trebister Ness, about 3 miles south of Lerwick and the Coastguard requested the lifeboat launch immediately.

Soldian launched at 0116, and by 0130 she was alongside *Pionersk*. The casualty's midships section lay on rocks with her bow facing seaward and her port side to the shore. She was yawing violently in a heavy swell.

Ladder

The coxswain decided to start taking the crew off from an accommodation ladder over the stern, and he managed to recover four survivors before the ladder became so badly damaged that it could no longer be used.

By manoeuvring around the stern of the casualty and between her and the rocky shore and sandy 'baas' under the surface coxswain Hewitt Clark put the lifeboat alongside a pilot ladder hung over the casualty's port side. The wind was gusting to Storm Force 10 from the SE, causing a strong swell and surge between the shore and the casualty which



made it very difficult to handle the lifeboat which was being tossed around in the boiling water often less than 20ft from the cliffs.

At times the casualty was yawing 60ft back and forth and also rolling down on top of the lifeboat. Coxswain Clark had to make between 70 and 80 approaches to recover the other 63 men from the stricken vessel, as only one man at a time could be taken off the ladder. The lifeboat crew



had to hold on to the rails as the lifeboat rolled and, at the same time, help the frightened Russian crew members down on to the heaving deck of the lifeboat before the casualty rolled down on top of them again. At times the lifeboat crew had to crouch below the level of the for'ard inboard rails to avoid being crushed between the two vessels.

The casualty was now beginning to take in water fast, and the engine room was flooded. There were signs that the for'ard holds were also leaking and, as the water level rose the engines and generators stopped. With all power lost there was a complete blackout and the lifeboat was now working in total darkness.

Oil

To add to the difficulties the casualty's bunker oil was now beginning to leak into the sea where it was whipped up by the high winds and the down-draught from a rescue helicopter now on scene. The lifeboat and crew were constantly sprayed with a highly unpleasant mist of diesel oil.

Additional hazards were provided by large grips and bags thrown from the high deck level of the casualty as the survivors tried to bring some of their possessions with them and leaking ammonia from the ten tons of the gas carried on board as the refrigerant in the fish freezing equipment. The battering the vessel was receiving was causing pipes to break on board and allowing the gas to escape.

While the rescue attempt continued the harbour tugs/pilots vessels *Knab* and *Kebister* tried to put a line on board the vessel to pull her free. A skeleton crew of 15 were to remain aboard the casualty to attach lines but as the condition of the vessel worsened this was abandoned.

At 0248 the lifeboat advised the Coastguard that 67 survivors were on board

(Above) Some of the 67 survivors from the factory ship *Pionersk* are landed in Lerwick. (Below) In the calm after the storm the tiny gap into which the lifeboat was manoeuvred can clearly be seen. At the time of the service it was dark, blowing Force 10 and with a large surge running. Photos Graeme Story, Lerwick



D class saves three from holed yacht

Helmsman Gary Miller and crew members Russell Wignall and Martin Jaggs of Lytham St Annes D class inshore lifeboat have received framed letters of thanks from the RNLi's chairman after the rescue of three people on 6 June 1994.

Deputy divisional inspector for the north division Guy Platten said in his report that the speed and brevity of the service in no way detracted from the skill and seamanship of the lifeboat crew. It was carried out at the upper limits of the weather conditions for a D class lifeboat and, he added, any delay in reaching the casualties could have resulted in tragedy.

Events had begun earlier on Monday 6 June when the 37ft motor-sailer *Gean*, outward bound for the Isle of Man, had run aground just outside the deep water channel. The tide was falling and there was a rocky training bank close to leeward.

A lifeboat crew member noticed the yacht at 1730 and reported her presence to the station and the Coastguard. Although she was in no immediate danger the wind was increasing and the tide would soon start to flood strongly up the channel. An Auxiliary Coastguard kept watch as the vessel lifted and suddenly

saw her float off, swing towards the rocky wall and part her anchor cable. By now the wind was SW Force 6 creating a nasty sea and the flood was running strongly up the entrance channel.

Gean broadcast a Mayday as she had been holed on the training bank, and the water level had risen to high enough to drown the engine.

The coastguard alerted the station at 1950 and just over ten minutes later the station's D class had launched from her low water launch site half-a-mile away and was making for the casualty through 4ft to 6ft seas. About two miles away from the scene Martin Jaggs caught sight of the yacht's mast, and as it was not rising and falling with the seas surmised that she had sunk. With the tide flooding hard towards them the lifeboat crew kept a sharp lookout for the survivors, soon spotting some debris in the water. Moments later they crested a wave and saw an overturned rubber dinghy about 200 yards away with the people in the water clinging to it.

There were very confused 6ft seas in this area and helmsman Miller had to use great skill to put the lifeboat alongside the dinghy.

The three survivors – two men and a

young woman – had now been in the water for about 30 minutes and helmsman Miller was concerned that the girl was low in the water and might let go.

Crew member Wignall jumped in to the water and helped her to the lifeboat, which was washed away from the dinghy while she was being helped aboard.

Helmsman Miller put the lifeboat alongside the dinghy again and the two men were then helped aboard followed by Andrew Wignall.

At 2025 the lifeboat headed back to the station, and as the survivors appeared to be suffering from varying degrees of hypothermia they were carefully monitored on their way back to the station where an ambulance and the station's honorary medical adviser were waiting.

All three were safely landed at 2045 and found not to need hospitalisation. After being given warm showers and dry clothing the HMA stayed with them until they had recovered.

The station's all-weather Tyne class had been launched at 2015 to provide back-up and she proceeded to the casualty to recover the dinghy. The yacht broke up completely just as she arrived.



and that she would return to Lerwick, as no attempt would be made to transfer anyone to the harbour vessels because of the sea conditions.

By 0310 the lifeboat was alongside her berth to land the survivors and then returned to the casualty to stand by while the helicopter evacuated the remaining crew.

Although the weather was slowly moderating and the wind strength dropped quickly sea conditions were still heavy, with a south east swell running into the Voe.

At 0429 the Coastguard asked the lifeboat to pick up the remaining four crew, including the captain, as the helicopter which had made eight lifts to take off 84 men was now refuelling at Lerwick.

Plans were made to evacuate them from the pilot ladder, but the helicopter returned and lifted them before it could be put into action. The lifeboat stood by until all the crew were accounted for and then returned to her station. By 0535 she was alongside, refuelled and ready for service.

(Right) Relief shows on the face of a Russian seaman as he is helped ashore at Lerwick.

The rather factual accounts from lifeboat coxswains can often make services such as this seem almost routine. It is therefore worth quoting directly the remarks of Magnus Shearer, the station honorary secretary, on his report of this service:

'Once again the coxswain and crew were called on to make a superhuman effort in rescuing 67 crew members from a vessel in what amounts to impossible conditions.

'The fact that no lives were lost or injuries sustained sometimes makes it seem easy. But the seamanship, consummate skill and boat handling ability of Coxswain Hewitt Clark is second to none. To go in and take the lifeboat alongside the vessel where there was absolutely no margin for error is a skill in itself, but to do it in the conditions which prevailed that night and in total darkness is beyond belief – to do so over 70 times without loss of life or injury is surely nothing short of a miracle.

'The crew's part in this rescue, and their faith in the coxswain's skill is exemplary, as it was such a thin line between success and failure. If at any time they had lost their grip or had been washed overboard their chances of recovery were virtually nil. I have never seen the coxswain and crew so physically and mentally shattered after a service and they really did give of their all.'



Magnus Shearer added this comment: 'On a slightly lighter note, if that's the word, the crew were called out again four days later in another SE gale. As the lifeboat got underway the crew started to put their heavy weather gear and seaboots on – as the second coxswain pulled his on he noticed that the right one still seemed damp from Monday's service... but on closer inspection he realised that one of the 67 Russians had used it as a sick bag! Needless to say a closer inspection of all possible receptacles followed!'

YACHTS AND MOTOR BOATS, INSIDE AND OUTSIDE THE SOUND

Breezy conditions lead to six calls in one day for Plymouth's Arun

Plymouth's Arun class lifeboat *City of Plymouth* was kept extremely busy on 9 August 1994 when she received no less than six calls - launching first at 0048 and finally returning to her mooring at 1855!

The eventful day began with Brixham Coastguard contacting the station at 0035 with news of a 29ft yacht, *Blue Star*, experiencing difficulties some 25 miles to the south east of the station.

Launching at 0048 the Arun made good speed to the casualty despite heading into an easterly wind which increased from Force 5 to 6 at the mooring to Severe Gale Force 9 at the casualty. Arriving at the casualty at 0155 the lifeboat found the commercial vessel *Bell Pioneer* standing by and providing a lee until the lifeboat's arrival. Here the wind, a rough sea and a 3m to 4m swell made conditions difficult for the lifeboat, which had to be manoeuvred alongside twice, once to put two crew members aboard and then to connect a tow. The yacht's man and wife crew - described as of 'mature years' - were exhausted by the conditions and so the lifeboat crew made the tow secure and the Arun began the long tow back. Conditions were such that over 45° of leeway were being allowed for at one point and the speed over the ground was less than 2 knots.

Finally lifeboat and tow arrived back at Plymouth, the casualty was taken to Sutton Harbour and the Arun was back on her mooring at 0735.

...again

Less than two hours after the lifeboat had been refuelled Brixham Coastguard called again, at 0945. The French yacht *Avocette 2* with seven people aboard had been dismasted eight miles to the west-south-west. It took *City of Plymouth* just 11 minutes to get under way again and in moderating conditions she arrived on scene in just over half an hour.

A fishing vessel had the yacht in tow, but her spars and sails were still overboard. Launching the Y boat three lifeboat crew members boarded the yacht and, working with the three male crew from the yacht, cleared away the rig in about an hour despite the still-difficult conditions - a SW Force 4 and a swell 1m

to 2m high.

The casualty was then brought into a marina in Plymouth and the lifeboat crew had barely finished helping the crew put the remains of the rig ashore than the Coastguard called again.

This time the casualty was a yacht called *Islay Mist*, on fire four miles to the south-south-west but as the lifeboat neared the scene the single-handed sailor reported that he had extinguished the blaze, was being towed by another yacht and that the situation was under control. He had received slight burns but did not need medical attention.

Meanwhile, during the approach to *Islay Mist* the lifeboat crew had spotted the three occupants of a small motor boat waving at them. She was in no immediate danger so the lifeboat continued to *Islay Mist*, returning as soon as she was released. She found the vessel proceeding with difficulty with a jury rudder rigged to replace the broken original.

The jury rudder was not able to cope in the conditions, a SE Force 5, moderate sea and swell up to 2m high, so the Arun took her in tow and delivered her to the marina.

Tow...

But that was far from the end of *City of Plymouth's* day.

The yacht towing *Islay Mist* to safety now reported that assistance would be needed in berthing her tow so the lifeboat took over, put a crew member aboard the casualty and berthed her safely at 1629.

Just one minute later Brixham Coastguard called again - the lifeboat was needed in nearby Jennycliffe Bay where the son of the skipper of the yacht *Lady Llamados* had received a head injury. The Arun was alongside the yacht in less than ten minutes, took the casualty aboard and transferred him ashore to be met by an ambulance.

This time the lifeboat made it back to her moorings, making fast at 1745 and being refuelled and ready for service again by 1750.

However, that service was to come sooner than anyone expected - the next call from Brixham Coastguard arrived



three minutes later! This time it was a fast motor cruiser called *Amie* with eight people aboard which had run out of fuel for her main engine two miles to the south-south-west. *Amie* did have an auxiliary engine but with the SE wind now back up to Force 5 to 6 again she could not make headway in the conditions.

It took just 10 minutes for the lifeboat to reach *Amie*, to find her under tow by another yacht and with a MoD police launch standing by. Taking over the tow *City of Plymouth* took the casualty back to Mayflower Marina where, in suitable shelter, she was able to make the fuelling berth under her own auxiliary power.

Peace...

At long last the lifeboat made her way back to her berth, making fast at 1855 and being declared ready for service again by 1915.

No doubt to the relief of her crew *City of Plymouth* was then allowed a little peace - no less than 18 hours after her first call of the day!

Submitting the large sheaf of service returns to headquarters at Poole Paul Willerton, the station honorary secretary, concluded: '...Although none of the services were life-threatening the skill and endurance of the crew were well tested and worthy of note.' A masterpiece of understatement!

We are still interested in receiving accounts of rescues from the casualty's point of view, particularly recent services and those from which lessons can be learned. Please see the Lifeboat Services page of the Autumn 1994 issue for more details.

From the Director...

Lt Cdr Brian Miles reviews the past year
...and the ones to come

There have been a number of recent events which have made me more aware than usual of the Institution's continuing responsibility to provide a lifeboat service to the highest possible standard.

First there was the tragic loss of the ferry *Estonia* in the Baltic. Such a tragedy reminds us how the cruel the sea can be, that safety standards can never be taken for granted and of our commitment to provide a lifeboat service capable of responding efficiently should a similar tragedy occur around our coasts. Our lifeboats frequently exercise with other search and rescue organisations in simulating a ferry disaster, and we will talk with our sister services in the countries involved with the *Estonia* to see whether there are any lessons to be learned.

Second, there have been reports in the media of a substantial drop in income by various charities, leading some of them to reduce their services. How depressing this must be for those who work so hard on their behalf, but on the other hand how encouraging for us to realise that despite the recession and its associated problems the RNLI continues to raise sufficient funds to carry on with its far-reaching plans to improve the lifeboat service in the future. Our ability to remain successful in a difficult fundraising environment does not happen by chance. It happens because so many people involved with RNLI fundraising continue to work harder than ever to ensure that it remains successful. These efforts continue to be a great inspiration, not least to our lifeboat crews who are much encouraged by such dedicated support.

The third event I have in mind is my recent sponsored visit to New Zealand as a guest speaker at the annual conference of the Royal New Zealand Coastguard Federation. The Institution is held in the highest regard in New Zealand, but particularly at Nelson and Sumner on the South Island where ex-RNLI lifeboats have already earned the respect of their new crews. I received a marvellous welcome and it was a privilege to make many new friends who are as dedicated as we are to the task of preserving life from disaster at sea.

Speed of response

We were all pleased when the allocation of the final Mersey to Aldeburgh last December fulfilled our commitment to provide fast all-weather lifeboats by the end of 1993. 1994 has seen the first of the new generation of 25-knot all-weather lifeboats enter service at Alderney, Fishguard and Ramsgate – the first step in a further substantial improvement in our speed of response, one of the principal targets in our strategic plan.

At present our declared facility is to provide cover out to 50 miles from the

coast of the UK and the Republic of Ireland, and we also state that in fair weather lifeboats can reach virtually any point 30 miles off the coast within two hours and remain there for at least a further four hours. In severe weather virtually any point 30 miles off the coast can be reached within three hours.

The introduction of the 25-knot Severns and Trents means that by the end of the century virtually any point 50 miles from the coast could be reached within two and a half hours, approximately one third better than at present and a worthwhile target to achieve.

New initiatives

1994 has seen much work on our new initiatives in sea safety liaison and promoting the RNLI more effectively to young people. We have been greatly encouraged by the response to our initiatives in sea safety liaison, and the RNLI's willingness to make its knowledge and experience available has been welcomed.

We had recognised that knowledge and awareness of the RNLI were not as high among young people as we would have wished, and Anne Millman, the RNLI's new Youth Promotion Co-ordinator and a former teacher is actively putting this deficiency right. At the end of the year an imaginative primary resource pack was launched, aimed at 7 to 11 year olds. This will be used all over the country and will introduce the RNLI and the gallantry of its lifeboat crews to children in the expectation that they will develop an interest in the RNLI which will remain all through their lives. During the year great efforts have also been made to encourage children to join their Storm Force membership scheme, and of course the success of the 'Blue Peter' appeal brought the RNLI to the notice of young people everywhere, not to mention their parents and grandparents!

On the coast

In 1994 I have again been able to visit many lifeboat stations and attend numerous RNLI functions. I enjoy these visits enormously and return to Head Office feeling the better for having made them. It is a particular pleasure to participate in various ceremonies, in particular those at Flamborough and Sheringham where Atlantic class lifeboats have recently replaced conventional all-weather lifeboats. The decision to make these changes inevitably did not meet with universal acclaim, however, it was encouraging to visit both stations and to learn from the crews that the new Atlantic 75 lifeboats had already proved their worth on a number of lifesaving services.



Although the lull between the end of the Mersey class building programme and the allocation of the first Trent and Severn classes meant that there were fewer than normal naming ceremonies during 1994 there were various special occasions to mark the opening of new, or much improved, shore facilities.

Over the last few years the RNLI has been engaged in an ambitious programme to provide modern facilities at lifeboat stations, not just in housing the lifeboat and equipment but including the provision of a well-fitted out crew room with shower and toilet facilities. Where practicable a shop for the lifeboat station branch or guild has been included. In some cases old boathouses had to be replaced, and inevitably they are located in prominent sites so some difficulties have been experienced in obtaining planning permission. These difficulties were surmounted and during 1994 new boathouses were opened at St Ives and Aldeburgh, and both communities seem delighted with the new facilities, not only from an RNLI point of view but also in the way they have enhanced the environment. The shoreworks programme has been expensive, but it represents a significant investment for the future.

Financial planning

During 1994 I wrote to all branches and guilds to allay anxieties that the administrative and procedural changes introduced were making the RNLI unnecessarily bureaucratic. We must always try to improve procedures, but I do not envisage any further administrative tasks being introduced in the foreseeable future. This will allow our branches and guilds to concentrate on doing what they are so proficient at, raising funds for an ever improving lifeboat service.

Finally, I send my warm regards to each reader of this journal. I try to imagine the various ways in which you might be involved with the RNLI, perhaps a member of a lifeboat crew or a branch or guild, as a governor or as a member of the Lifeboat Enthusiasts Society or perhaps all of these at one and the same time! Whatever your involvement may be I thank you personally for all you do for the RNLI and extend to you and your families every good wish for a happy, peaceful and healthy New Year.

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Strait Talking

The narrow stretch of water which separates England from France has long been a hub of marine activity, and lifeboat stations have been established there for nearly 200 years. Mike Floyd looks at the Dover Straits today and the way in which the RNLI arranges its cover in the area.

Anyone who claims an absolute - the biggest, the fastest, the first - is asking to be contradicted, but stand in Dover Coastguard's MRCC, high above Dover Harbour, while an endless stream of radar blips make their way up, down, across and back through the Dover Straits and it is doubtful whether anyone would argue that this is not the busiest shipping area in the world.

Through this 20-odd mile wide stretch of water streams commercial traffic headed to and from the major ports in northern Europe and the UK's East Coast while across it scuttles a large part of the ferry traffic between England and France.

There are around 150 cross-channel shipping movements on an average day plus around 250 'up and down' movements. To these 400 movements must be added innumerable fishing vessels, yachts and motor boats, all wending their way through the straits - just 18 miles wide at their narrowest point - at speeds ranging from a 3-knot tug-and-tow to hovercraft at ten times that speed.

A 'Traffic Separation Scheme' - essentially a maritime one-way system - keeps 'up' and 'down' vessels apart, with a 'central reservation' for added safety. Vessels should always be either in the traffic stream or crossing it at right angles to reduce confusion, but as always there are those who forget or ignore the rules. In the heart of this maelstrom of traffic many vessels need to follow and then cross the traffic lanes to reach their destinations, making a sharp turn across the lanes. The Dover Straits could be likened to a series of major cross-roads, without any traffic lights or road signs and, given the stopping distance of any sizeable ship, frequented by brake-less juggernauts.

Fortunately the eagle-eyed coastguard radar, well-trained Coastguards officers and conscientious crews keep the dangers to a minimum, but with such an enormous amount of shipping on the move the potential for accidents is high.

This potential casualty risk is one of the reasons that such areas are as considered high risk by the Institution, which ensures that they are covered by more lifeboats than would be needed to meet search and rescue commitments in other areas.

On some 40 miles of coast between Margate and Dungeness there are no fewer than six lifeboat stations, operating nine lifeboats between them, and the historical importance of the area as a centre of maritime trade can be gauged from the dates of establishment of the stations. Ramsgate was established in 1802, Dungeness in 1826, Dover in 1837, Walmer in 1856 and Margate in 1860. Only Littlestone is a relative newcomer, having joined the ranks in 1966. Lifeboats on station range from D class inflatables to the latest 25-knot Trent, due to take over from Ramsgate's Tyne late in 1994.

Safety record

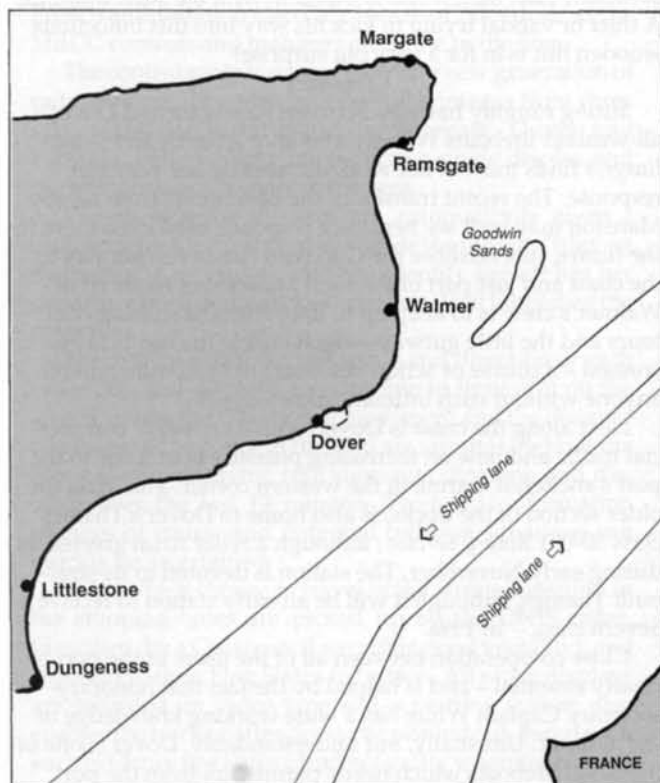
Despite their closeness all of the stations are busy, with 169 'shouts' between them during 1993; Margate had a total of 44, Ramsgate 36, Walmer 11, Dover 40, Littlestone 15 and Dungeness 23.

In many respects the pattern of calls for these lifeboats is very similar to those in other areas, spread across the range of size and type, but the all-weather lifeboats in particular do have calls to the commercial traffic from time to time.

Although the cross-Channel Ferry trade has been somewhat under the spotlight in recent months its safety record is, in fact, impressive in view of the huge number of crossings made. Although all of the stations in the area are obviously continually aware of the presence of such heavy traffic it is not an over-riding consideration in their work and planning, although an exercise involving ferry evacuation is held once a year somewhere in the country, and any lessons learned or techniques evolved are noted and passed on.

No two incidents could ever be the same, and the flexibility of the SAR operation is a vital ingredient. Dover Harbour has a Port Emergency Plan which can be deployed rapidly to deal with a variety of major situations in close proximity to the port, but the overall search and rescue operation remains completely flexible and may involve not only UK elements but also French and Belgian resources.

The extra cover provided by RNLI lifeboats in the area not only provides almost saturation coverage if needs be, but



Strait Talking

continued

also maintains cover should several lifeboats be involved for a period of time with a serious incident.

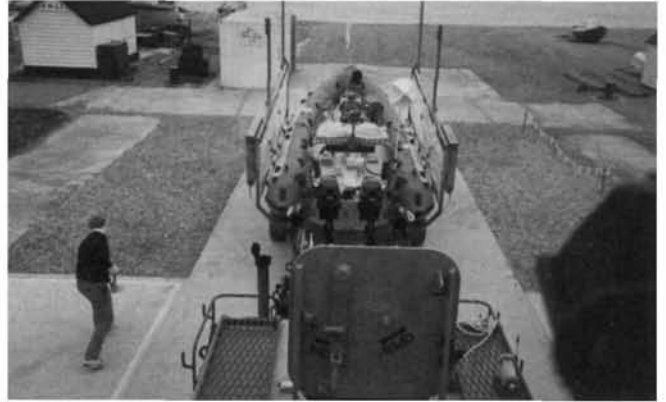
Margate's Mersey is the northernmost lifeboat in the Straits area, indeed being to the north and west of North Foreland she is actually based in the Thames Estuary. However the proximity to the Straits means that although the Mersey mainly works to the north and west of her station she can, and is, called on to cover parts of the Straits. During August this year, for example, she was one of the vessels called to help take off non-essential personnel after the Ramsgate ferry *Sally Star* was immobilised by an engine-room fire.

The carriage launched Mersey – currently 12-20 *Leonard Kent* – now launches into the harbour, or outside at low water when large areas of drying sands are exposed, after the disastrous collapse of Margate pier in 1978 left the old slipway station severely damaged and isolated in its ruins. A D class inflatable provides inshore cover, launching from a slipway close to the lifeboat house.

Just around the corner, only about 5 miles by road but about double that by sea, is Ramsgate with its commercial port providing afloat accommodation for the lifeboat. For some years this has been Tyne 47-036 *Kenneth Thelwall II* but the second production Trent class, 14-02 *Esme Anderson*, was due to take over at the end of 1994. Despite a recent set-back, following the closure of one berth after the collapse of a passenger walkway, commercial traffic in the port is growing, with two companies now operating cross-Channel traffic. The lifeboat's casualties are varied, but she exercises with the commercial ferries and, having been heavily involved with *Sally Star's* engine-room fire, the crew are well aware of the intricacies of dealing with this type of vessel. The all-weather lifeboat lies afloat at a pontoon, but an Atlantic lives in the boathouse and can be launched by davit over the quayside when her fast response is the most appropriate.

The next station to the south is Walmer, until fairly recently the home of a traditional beach-launch all-weather

The remains of Margate pier after the storm of 1977 – the badly damaged lifeboat station stands isolated between it and the shore. (Inset) The new station, built near the landward end of the old pier.



Looking seaward from the crew room above Walmer boathouse with the station's Atlantic 21 run out ready to launch over the shingle beach.

lifeboat but now operating a modern, fast Atlantic 21 and a summer-only D class inflatable. An extremely attractive boathouse – built in the last century to echo a church just across the esplanade and almost invisibly extended recently – sits on the foreshore with access to an ever-changing shingle beach. The profile of the beach – a steep shingle ridge and

then a gently sloping foreshore during our visit – changes so frequently that the launching tractor is equipped with a bulldozer blade to re-profile the beach as required. The Atlantic can be launched with the beach in almost any shape, but once she is afloat the tractor sometimes has to do some quick landscaping before she can be recovered!

A small, wood-boarded shed just in front of the main building houses the station's D class. Smartly painted it looks as though it has been there for years – a traditional hut matching others in the area, if a little neater and better kept. Only on opening the doors does a well-kept secret become apparent – the shed is in fact a steel container clad with wood to blend in with the surroundings. A thief or vandal trying to kick his way into this innocuous wooden hut is in for a very big surprise!

Transfer

Sitting roughly halfway between Ramsgate and Dover's all-weather lifeboats Walmer's 30-knot Atlantic B589 *James Burgess* finds most of her work dictated by her very fast response. The recent transfer of the helicopters from nearby Manston may well see her quick response used even more in the future. Just offshore the Goodwin Sands run parallel to the coast and just part of the local knowledge required of Walmer's crew is to keep up to date with the shifting contours and the little gutways which enable the sands to be crossed – a course of action definitely not recommended to anyone without such intimate knowledge!

Next along the coast is Dover, with its massive commercial traffic and now an increasing pleasure boat trade to the port's sheltered marina in the western corner. This area, the older section of the docks, is also home to Dover's Thames class 50-001 *Rotary Service*, although a relief Arun greeted us during early November. The station is devoted to its steel-built Thames, although it will be an early station to receive a Severn class – in 1996.

Close co-operation between all of the users of the port is clearly essential – and is helped by the fact that honorary secretary Captain White has a wide working knowledge of the harbour. Unusually, but understandably, Dover is one of the RNLI lifeboats which needs permission from the port control authorities to leave harbour – a sensible precaution as

Walmer's crew keep up to date with the shifting contours and the little gutways which enable the Goodwin Sands to be crossed – a course of action definitely not recommended to those without such intimate knowledge!



Dover's Thames class *Rotary Service* demonstrates her ability to deal with some heavy weather – just one of the reasons for her crew's affection for her.

Rotary Service was the lifeboat involved in the service during the 1987 hurricane, which won second coxswain Roy Couzens a silver medal for his rescue of 3 men from a merchant ship aground on the harbour breakwater.

Longlife II. From a recently extended and modernised boathouse on the beach the Atlantic provides another high-speed link between the neighbouring all-weather boats. A weather shore in the prevailing westerlies the beach is a good source of run-away inflatables and airbeds in addition to the other mixed bag of casualties.

A ramp bridges the steepest ridge of Littlestone's shingle giving way to a long, shallow foreshore and at low water the tractor, trailer and rigid inflatable can be six day's camel ride away from the station before there is enough water to float the lifeboat. Almost every station has its peculiarity and Littlestone's is the nature of the surface the lifeboat is launched over. A fine layer of sand gives way to soft mud and the inconsistency of the surface is not helped by the occasional bait-digger's hole. Not infrequently the tractor's wheel finds a soft spot... and much shovelling, inserting of solid objects and winching used to be required to regain firm ground. Ever resourceful the crew obtained a large screw anchor – used by electricity companies for erecting overhead lines – and, with the addition of a 4-ton hydraulic winch to the tractor, life is now much simpler. If the tractor sticks two crew or shorehelpers use a scaffold pole as a tommy-bar to wind the 5ft long anchor into the ground, attach the winch cable and stand back to watch as technology takes over from mud-splattered manual labour!

High and Dry

The most southerly of the Straits stations is Dungeness, just 4 miles away from Littlestone, and visible from it. Dungeness however has a different character, its carriage-launch *Mersey, 12-27 Pride and Spirit*, having a somewhat different role from the neighbouring Atlantic station and its large hangar-like boathouse occupying an exposed site on the shingle spit. The station, like many others on this coastline has seen changes in recent years. Once a beach and slipway station, with the boathouse and slipway further out along the spit, the gradual eastward movement of the shingle left the station literally high and dry. Even now the concrete apron outside the 1977-built boathouse ends well short of the shingle dip down to the gently shelving beach – 17 years ago the concrete reached the edge of the shingle. The ever-changing beach does not, however, inconvenience the lifeboat crew, who merely choose a slightly different spot for launching or carry out a spot of landscaping with the launching tractor's bulldozer blade.

An active fishing fleet is drawn up on the steep beach towards the tip of the spit, the effort involved in hauling them out less than the inconveniences of nearby drying harbours. Other fleets fish the area and angling, pleasure and commercial vessels make up the normal mix of casualties.

As with any group of lifeboat stations a visitor cannot help but notice the differences between them – every one is unique even though it operates under the same organisation and to the same rule book. Their character is dictated partly by the type of lifeboat they operate, partly by their particular situation and conditions, partly by the personalities of the coxswain, honorary secretary and crew members. Whatever their differences they have many similarities – they have but one aim, saving life at sea, and a common bond in their dedication to the lifeboat and everything connected with her. This commitment and enthusiasm also means a willingness to turn out in numbers to talk with itinerant Lifeboat magazine editors and keep the kettle constantly on the boil to take the chill off a November day. Gentlemen, my thanks!

the sudden appearance of a 20-knot Thames under the bow of an approaching ferry could be quite unsettling!

Dover's all-weather lifeboat is another which has little pattern to the casualties she attends: fishing vessels, yachts and motor cruisers, and commercial vessels all come in for attention at times, although she does seem to have more than her fair share of the unpleasant task of recovering bodies from the sea. People overboard from commercial traffic and from the nearby cliffs accounting for most of this grizzly task.

Further southwest and the straits begin to open out, with the cliffs around Folkestone giving way to the expanse of Romney Marsh. In the shallow bay between Folkestone and the protruding spit which is Dungeness lies Littlestone-on-Sea, home to another Atlantic 21, B573 *The Lady Dart and*

The Watchful eye

In addition to the Coastguards normal safety role the MRCC at Dover also controls the UK side of the Channel Navigation Information Service. In conjunction with the French authorities at Cap Griz Nez the CNIS 'desk' at the MRCC controls and monitors all traffic in the area.

The control room is equipped with a new generation of radar equipment which processes the images from three separate radar installations (at Margate, Dover and Fairlight) before displaying them as a single display and superimposed on a chart of the area.

Vessels entering the area are automatically given a number which is displayed alongside the moving 'blip' on the screen. Any vessel calling to identify herself has her departure port, destination, cargo and draft logged on the computer.

The system calculates the speed and direction of each radar blip and displays a vector line in front of it on the screen, giving the direction of movement and the distance it is expected to cover in the next six minutes. Behind the blip a slowly decaying trail shows its direction and distance over the last 12 minutes. From this information changes of course and potential collision situations can quickly be ascertained.

Ships which choose to travel in the wrong direction in the shipping lanes are picked up by the CNIS radar, identified (by a Coastguard aircraft in good visibility), and reported to their Flag States for action. All radar displays are recorded on video tape and a plotting system also enables the track of offenders to be printed out. Faced with such evidence few ships plead not guilty when confronted with their misdeeds!

Naming Ceremonies

New lifeboats named and dedicated

Ramsgate – Trent class *Esme Anderson*

The weather forecast promised heavy rain and strong winds – and how accurate it was! The guests assembled at the naming ceremony of the Trent class lifeboat *Esme Anderson* at Ramsgate on 25 October 1994 braced themselves for all that the storm could muster.

However, at 12.25pm the helicopter carrying the RNLI's President, HRH The Duke of Kent, circled overhead... and the skies cleared, the rain ceased and the strong winds abated.

The Kent Police Band which had played on throughout smiled a sigh of relief as they struck up the national anthem.

After a few words of welcome from Captain Geoffrey Tully, honorary secretary of Ramsgate lifeboat station, Christopher Oldham, son of the late *Esme Anderson*, the donor, handed over the boat to the Institution. During a moving speech he said how delighted he was to have a second boat on the south coast bearing the name *Anderson*. His stepfather Keith Anderson, after whom the Newhaven Arun is named, and his mother *Esme* are reunited again through the RNLI which they loved.

His Royal Highness then gave an interesting address on the history and services of the Ramsgate crews and paid tribute to the excellent service given during a recent incident when fire caused concern on a Sally Line cross channel ferry.



(Above) Crew members celebrate in traditional style after the naming ceremony of the Trent class *Esme Anderson*.

(Right) The RNLI's President, HRH The Duke of Kent, talks with Ramsgate honorary secretary Captain Tully before leaving on a short trip after the ceremony

photos Barry J. Crayford



The chairman, Michael Vernon, accepted the boat on behalf of the Institution and handed her into the care of the station. After breaking the bottle of champagne, HRH The Duke of Kent named the lifeboat *Esme Anderson*.

The Duke and invited guests were

then taken on a short trip by Coxswain Ron Cannon to see the new boat in action. He was then introduced to the crew. The proceedings concluded with a buffet lunch nearby.

As soon as the Royal party started lunch the rain and wind returned...

Criccieth

– Atlantic 75 *Mercurius*

Criccieth's new lifeboat, provided by the investment banking firm S.G. Warburg and its staff, was named officially at a ceremony at the lifeboat station on 20 August 1994.

Dr E. Tudor Jones, station branch chairman, opened proceedings and Peter Stormonth Darling handed over the lifeboat to the RNLI on behalf of S.G. Warburg. Lord Stanley of Alderley, a vice president of the Institution, accepted the lifeboat on behalf of the RNLI and following the service of dedication led by the Right Reverend Dr Barry Morgan, Bishop of Bangor, Tysilio Jones, president of Criccieth lifeboat station proposed a vote of thanks and invited Mrs Shirley Valentine to name the lifeboat *Mercurius*.

Looe – D class *Spirit of RAOC*

The Royal Army Ordnance Corps originally raised the £11,000 for Looe's new lifeboat (with a sponsored cycle ride in 1992) but since then the RAOC – together with four other corps – has been disbanded and merged into the Royal Logistics Corps, which decided to raise enough money to buy four more D class lifeboats, to be named after other disbanded corps.

Five members of the RLC cycled into Looe on 20 August 1994 at the end of a gruelling fundraising triathlon – members of the team had run 275 miles from their base in Germany to Cap Gris Nez, swum the Channel, then cycled from Dover to Looe.

The team's arrival had been timed to coincide with the naming ceremony for Looe's D class lifeboat and the cyclists

were escorted to the sea front by crew members.

Before the start of the ceremony a cheque for £33,000 (the proceeds of the triathlon) was presented to Hugh Fogarty, divisional inspector of lifeboats south.

Visitors were welcomed to the ceremony by the Mayor of Looe, Sid Gardner and Lieutenant Colonel M.S. Southworth, RLC, commanding officer of 12 Supply Regiment, handed the lifeboat to the RNLI.

The service of dedication was led by Reverend J.K. Robertshaw, vicar of Talland and Lansallos and following a vote of thanks by John Shearsmith, chairman of Looe branch, Mrs Theresa Southworth named the lifeboat *Spirit of RAOC*.

North Kessock – D class *Margaret and Fiona Wood*



The North Kessock lifeboat crew flanking (from left to right) His Grace the Duke of Atholl, station honorary secretary Capt J.B. Fairgrieve, Mrs Joyce Cowie, Ian Cowie and Campbell Ross, branch chairman.

The handing over ceremony for North Kessock's D class lifeboat took place on 17 September 1994 in front of an enthusiastic crowd of lifeboat supporters, locals and visitors. North Kessock is Scotland's newest lifeboat station and the most northerly D class station in Britain.

A warm welcome was extended to Mr and Mrs Ian Cowie who had travelled from their home in Fife to take part in the ceremony. Mr Cowie, a nephew of the donor, the late Ronald W.J. Wood, handed the lifeboat over to the RNLI and His Grace the Duke of Atholl, convenor of the Scottish Lifeboat Council and committee of management mem-

ber, accepted *Margaret and Fiona Wood*, handing her over to Captain J. Fairgrieve, station honorary secretary.

A short service of dedication was then conducted by Reverend F. Renwick and Reverend Dr. W.C. Campbell-Jack. Following this, Mrs Joyce Cowie was invited to name the D class *Margaret and Fiona Wood* and the lifeboat was christened, using a silver quail. Mr and Mrs Cowie were later presented with the quail which had been specially inscribed to commemorate the occasion.

Refreshments were provided by the ladies of North Kessock branch and the day was rounded off by a lifeboat launch.

Port St Mary

– D class *Frances*

The service of dedication for the new D class lifeboat *Frances* took place at Port St Mary lifeboat station on 11 September 1994. Funding for the new boat was met by the generous donation of Miss Rose Dixon.

Mr Ronnie Corrin, chairman of Port St Mary station branch opened proceedings and welcomed everyone to the station. Andrew Clift, deputy divisional inspector for Ireland division described the lifeboat and its role at the station.

The boat was handed over by Robert Atack, nephew of the donor, who took the opportunity to tell guests a little about his aunt and to explain that the boat is named after her mother. Norman Quillin BEM deputy launching authority and former coxswain accepted the boat on behalf of the station.

The service of dedication was then led by Reverend V. Dawes and was followed by the naming of the lifeboat by Miss Charlotte Atack, grand niece of the donor. Mr Corrin presented photographs of the boat and crew to the Atack family. Both Port St Mary lifeboats, *Frances* and *The Gough Ritchie* were then launched for a short demonstration.

Skegness

– D class *Leicester Fox*

The naming ceremony for the D class lifeboat *Leicester Fox* took place on a dry, but very breezy, afternoon on 30 October 1994 at the Skegness lifeboat station.

Leicester Fox was funded by the Leicester branch, which had held almost every fundraising event imaginable to raise the funds for the D class.

The lifeboat was handed over to the RNLI by Derrick Young, chairman of Leicester branch, into the care of Commandant Vonla McBride, a vice president of the committee of management. Joel Grunnill, station honorary secretary, accepted the lifeboat on behalf of Skegness station and the service of dedication was conducted by the Reverend Simon Moore, assisted by the Reverend John Graham.

Mrs Margaret Smith, chairman of Skegness ladies' guild, proposed a vote of thanks and Basil Major, chairman of Skegness station, invited Mrs Chris Young to name the lifeboat *Leicester Fox*.

Holidaymakers and guests all gave three rousing cheers as the D class lifeboat was launched and put through her paces.

Newquay

– dedication of new lifeboat house
Newquay's new lifeboat station was dedicated and opened officially on 22 October 1994. Funded by a bequest from Mrs Mary Triniman, the new boathouse is unique in that it is the only one in the country to have a mission church as an annex.

It replaces the old timber building which had housed the Newquay Shelter for Fishermen and Seamen. Before resorting to demolition the RNLI had considered lifting the historic building to an adjacent site but it proved too unstable. To compensate for the building the Institution agreed to provide a small mission church as an annex to the boathouse. The old floorboards and furnishings have been reinstated, so part of the history of the former building has been preserved.

Guest of honour at the ceremony was Mrs Barbara Kennedy, the late Mrs Triniman's niece, and following the service of dedication by branch chaplain, Reverend John Slee, rural dean of Pydar, Mrs Kennedy cut the ribbon and opened the new boathouse.

Port Erin

– Atlantic 21 *Herbert and Edith*

Port Erin's new Atlantic 21 lifeboat *Herbert and Edith* was named on 10 September 1994. Guests were welcomed by John Kewley, president of Port Erin station branch and Andrew Clift, deputy divisional inspector of lifeboats Ireland described the lifeboat, emphasising its superior speed and capability.

The boat was handed over to Clayton Love Jnr, deputy chairman of the RNLI, by Arthur Grimwade, a relative of the late Herbert and Edith Grimwade after whom the boat is named.

Henry Crellin, station honorary secretary accepted the lifeboat on behalf of Port Erin branch and drew the attention of the guests to the excellence of the Port Erin crew. After Mrs Doris Maddrell, president of the ladies' guild had proposed a vote of thanks, a service of dedication was conducted by clergy representing the churches of Port Erin, led by the Reverend G.B. Clayton BA Rural Dean of Castletown Deanery, assisted by The Reverend Father G. Hurst and The Reverend Jennifer Henshall.

Mr Grimwade named the lifeboat *Herbert and Edith* which then launched for a demonstration.

Later all members of the station and their guests enjoyed tea and refreshments at a local hotel—a happy ending to a special day which had remained sunny and remarkably dry throughout.

Relief Fleet

– D class *Kathleen Scadden*

A new D class lifeboat was christened at the Poole Depot on 13 September 1994. The lifeboat, which will serve in the relief fleet, is the second to be funded by a bequest of Miss Jeanne Gibson.

Ray Kipling, deputy director, accepted the lifeboat on behalf of the Institution from Miss Gibson's cousin, Mrs Ann Powell, and following a service of dedication another cousin, Mrs Jennifer Barritt named the lifeboat *Kathleen Scadden*.

Sunderland – D class *Landlubber*

The RNLI Northern Depot at Thirsk was the venue for the naming ceremony and service of dedication of the D class lifeboat *Landlubber* on 3 September 1994.

A bright and sunny day greeted the many visitors to this most unusual naming ceremony. The money for the D class had been raised through the *Landlubber* Appeal, organised by staff at the depot and the Thirsk and district branch, whose tremendous fundraising events during the course of a twelve month period raised the full amount of £11,000 to fund the lifeboat, which will go into service at Sunderland.

Anne Clough, chairman of Thirsk and district branch, welcomed everyone to the Northern Depot and Wing Commander John Middleton, RAF Leeming, handed the lifeboat into the care of the RNLI. Gilbert Gray QC, a member of the Institution's committee of management, accepted the lifeboat on behalf of the RNLI and handed her over to Jerry Finn, station honorary secretary of Sunderland lifeboat.

The service of dedication was conducted by the Reverend David Biles, vicar of the White Horse parishes and rural dean of Mobray. Carol Archer of the Station Hotel, Hurworth, named the lifeboat *Landlubber*. As the lifeboat was over 70 miles from the sea it was not possible to see her launch and put through her paces, but everyone present gave three rousing cheers as Carol Archer christened the lifeboat with champagne.

Blue Peter ceremonies

St Agnes – D class *Blue Peter IV*

Umbrellas, wellies and macs were the order of the day for the St Agnes naming ceremony on 24 September 1994. The bunting sagged sadly and St Agnes Silver Band had to be accommodated inside the lifeboat house – being heard but not seen!

In true lifeboat tradition however, the spirits of all present overcame the gloom and precisely ten minutes before noon and the start of the ceremony the rain stopped, the clouds lifted and the bunting now blew jauntily in a gentle breeze.

The band started the ceremony with the national anthem and then John Sawle, chairman of St Agnes station branch welcomed the huge turnout of people. For Stuart Miles, new Blue Peter presenter of just a few weeks, it was his first outside broadcast for the programme and his first lifeboat assignment.

Not only did Stuart hand over and name the lifeboat, but he also went for a ride in her after the ceremony.

The RNLI's deputy head of public relations, Heather Deane, has been closely involved with three 'Blue Peter' appeals over the years and, as she retires at the end of the year, it was appropriate that she should accept the lifeboat from Stuart on behalf of the Institution.

Ray Thomas, station honorary secretary, accepted the new lifeboat on behalf of the station and James Tyrwhitt-Drake, deputy inspector of lifeboats south spoke of the design and development of the D class.

The service of dedication was conducted by the Reverend Michael Adams and the hymns were led by the stirring voices of the Trelawny Singers.

Andrew Young, regional manager south west gave a vote of thanks and then Stuart named the lifeboat *Blue Peter IV*, dousing her with champagne.

Everyone moved down to the beach to watch the launching of the lifeboat. A helicopter from RNAS Culdrose flew over the lifeboat with perfect timing, streaming the RNLI flag and providing another picture opportunity for the public as well as the 'Blue Peter' film crew.

A little later the Driftwood Spa hotel was the venue for a buffet lunch and a further opportunity to enjoy the singing of the Trelawny Singers.

Portaferry – Atlantic 75 *Blue Peter V*

A gala reception was given to Portaferry's second 'Blue Peter' lifeboat on Saturday 17 September 1994.

The fastest class of lifeboat in the RNLI's fleet, it is the third inshore boat to be stationed at Portaferry since the beginning of its activities there fifteen years ago.

The naming of *Blue Peter V* by Christopher Hawkings and the service of dedication attracted large crowds to the decorated waterfront and its specially erected tiered seating.

Handing the lifeboat into the care of the local station was Tim Vincent, presenter of the BBC children's programme 'Blue Peter'.

Attending this special event were honorary secretaries, coxswains and crew members of lifeboat stations throughout Ireland, as well as RNLI officials, sponsors and dignitaries from local councils.

The Royal Ulster Constabulary Band, together with a combined choir from St Columba's High School and two primary schools added to the sense of occasion.

After the naming ceremony the lifeboat launched on demonstration and the singing of Phil Coulter's 'Home from the Sea' ended the formalities.

Afternoon tea was served in the community centre where a celebration dance took place later in the evening.

Tim Vincent is presented with a memento of the naming of *Blue Peter V* by Adam Simms and Caroline McVea.



PAST...AND...PRESENT

60 years ago

Today's lifeboatmen

From *The Life-Boat of 1935*

Usually this column illustrates how much the world of lifeboats has changed. Occasionally, however, in the pages of a slightly yellowing journal are words which stand out as being as true today as the day they were written. In 1935 the journal reprinted a feature from 'The Times', and the words of the then chairman, Sir Godfrey Baring *BT*, would be as appropriate if they appeared in same paper today – only the figures have changed!

The life-boat service is voluntary. That, I think, is the most remarkable thing about it, more remarkable than its boats, more remarkable even than the courage of its men. It necessarily has its paid staff, but the greater part of its work is done by volunteers.

It is managed by a voluntary committee. Its stations are controlled by honorary committees and secretaries. Its life-boatmen, although rewarded for every occasion on which they go out in the life-boat are volunteers. They earn their living in other ways. They go out on each service of their own free will.

The Institution's funds are collected by thousands of voluntary workers. They are subscribed by tens of thousands of voluntary contributors. There can be no more striking instance in our history of the people themselves assuming a great national duty, and for over a century successfully carrying it out.

It is one thing to undertake such a duty in the first fine careless rapture. It is quite another to continue to perform it in the face of difficulties and developments undreamed of by the founders. That the life-boat service has remained voluntary through the immense changes of 111 years, is a signal triumph for the voluntary principle. It is one of those triumphs in which the British people particularly delight—a great practical success for something which, in theory, seems wrong.

What, it might well be said, could be more absurd than that in a country whose very existence depends on the sea, the protection of its seafarers from shipwreck should be the work of a private society? And what could more delightfully point the absurdity than that the State should solemnly assume the duty—as it did by the Merchant Shipping Act of 1854—and then continue to leave it to others to carry out.

The success of the Institution has shown the wisdom of our legislators in knowing when to leave well alone; and their wisdom has been signally confirmed by the example of other countries. Sixteen have national life-boat services. In only four are they maintained by the state. In the other twelve they are voluntary. It is still more remarkable that four of those twelve countries—Germany, Norway, Sweden and Spain—first tried a State service and afterwards found it necessary either to supplement it or replace it by a voluntary service.

The finest tribute to the success of the life-boats as a voluntary service is that even those who believe in nationalization would not nationalize them. The Institution is proud of four things—its crews; its record; the fact that it has the support of men and women of every class; and the fact that every party is agreed that the life-boats can best carry on their work as a voluntary service.

Frank Smith, coxswain/mechanic of Salcombe lifeboat since 1988. He first joined the crew in 1970 and was emergency mechanic from 1973 to 1981 when he was appointed mechanic. From 1984 to 1988 he served as second coxswain/mechanic.

In 1992 Frank was awarded a Bronze medal in recognition of his courage, seamanship, leadership and determination when the lifeboat *Baltic Exchange II* took the 1,200 ton coaster *Janet C* in tow and held her off the rocks at Start Point for three hours until the arrival of a tug in the early hours of 8 January. The coaster had suffered total power failure in gale force south westerly winds and heavy seas.

The incident was captured by the camera, as Frank and his crew were being filmed at the time for the Central TV fly-on-the-wall documentary series 'Lifeboat'



Facts and Figures

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

- The RNLI's lifeboats were launched 4,390 times (an average of nearly 14 launches a day)
- 1,264 lives were saved (an average of four a day)
- Some 4% of all services carried out by lifeboats were in winds of Force 8 and above
- More than 56% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 280 lifeboats on station
- To 15 August 1994, 126,508 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	-	£61,250
14m Trent	-	£1,060,000
17m Severn	-	£1,410,000

YOUR LETTERS



More Lifeboats at Dunkirk

In your Autumn issue lifeboat enthusiast Jeff Morris states that 19 lifeboats from the RNLI attended the evacuation of Dunkirk during 1940. He is right to say that 19 lifeboats went to Dunkirk but wrong in thus assuming that 19 RNLI crews were there. They were not.

The lifeboats from Ramsgate (Coxswain Harold Knight) and Margate (Coxswain Edward Parker) both sailed directly for Dunkirk while others first put into Dover for orders from the Royal Naval people co-ordinating the evacuation. While there the coxswain of Hythe lifeboat demanded written agreement that any lifeboatmen losing their lives would be guaranteed a full pension from the government. He also refused to accept orders to take his boat onto the beach as the draught of his boat was too great and once loaded with troops he would be unable to leave the beach. He was later proved right when, under RN command, his boat was stranded.

The reaction of the Navy was to send the entire Hythe crew home without their boat which was requisitioned by a RN crew. The crews from Walmer and Dungeness were persuaded not to sail and also went home. The Hythe coxswain, a man of 20 years RNLI service was, with his mechanic, subsequently dismissed from service by

the Institution.

The Navy requisitioned the entire RNLI fleet at Dover except for the two lifeboats that had sailed directly for France.

Seventeen lifeboats set out from Dover manned by Royal Navy crews while many of the RNLI crews stranded at Dover when their boats were requisitioned, stayed there to help with repairs, refuelling and maintenance of the small craft helping in the evacuation. They set up a workshop in a harbourside garage to do this work.

Of the 19 lifeboats that crossed the Channel for the coast of France only one was lost, the Hythe boat, which had to be abandoned after going aground on the shoals off Dunkirk, as predicted by her coxswain.

The Eastbourne lifeboat was abandoned by her RN crew but found adrift in the Channel some two days later after the evacuation and was towed home to be repaired.

Coxswains Harold Knight and Edward Parker were both awarded the DSM for gallantry.

The whole business was a sad affair, probably reflecting the pressures put upon all involved at that time by the stress of the task of evacuating Dunkirk's beaches.

Alec Beilby,
author, 'Heroes All, the story of the RNLI.'

Ireland and Scillies Information

While reading the very interesting and informative article on Fenit and Kilrush in the Autumn issue, I was surprised by the caption to the photo at the top of page 229 which states 'Until 1969 Fenit's lifeboat launched from the boathouse in the foreground. Now 25 years later an Arun will lie afloat ...'

From 1928 to 1969 Fenit had three motor lifeboats – ON 561, 42ft self-righter *John A. Hay* 1928-32; ON 755, 51ft Barnett *Peter and Sarah Blake* 1932-59; ON 889, 52ft Barnett *Hilton Briggs* 1959-69. All of these lay afloat. If they had been slipway launched, they (particularly the Barnetts) would have required a roller slipway. I have checked with other members of the Lifeboat Enthusiasts' Society and their unanimous verdict is that the motor lifeboats were kept afloat.

With regard to the letter of page 235 referring to the old lifeboat house and its contents at St Agnes in the Isles of Scilly, the boat concerned is a rather old motor launch which has been sitting in the old lifeboat house for several years.

Lynmouth lifeboat history

With reference to the letter from Mr Sexton in the Autumn issue regarding the former Lynmouth lifeboat *Prichard Frederick Gainer* which was purchased from the RNLI by my late father, R.J. Nixon, who was indeed a member of the design team of the Mosquito aircraft and a senior designer with De Havillands, also being involved with other projects such as the Vampire fighter and the Comet airliner. It would appear that over the passage of the years he has been combined with W.E. Nixon (no relation) who was a director of the company.

My father purchased the vessel in late 1944 or early 1945 and a postcard was sent to him by Tom Bevan, the then secretary of the Lynmouth station to inform him that it left Lynmouth on the morning of VE day and was sailed to Watchet where it was craned out of the water and onto a railway waggon, arriving at Hatfield station five days later. Permission for its transport by road was refused by the Ministry of

Dunkirk lifeboats recalled

Together with many other officers and men of the Border Regiment we waited for 48 hours in the dunes and in front of the great hospital which features in so many pictures of the evacuation.

The place was Bray Dunes, about three miles (I think) from Dunkirk, which we could see burning, but just inside the French frontier.

There were usually three ships standing by but a great shortage of boats to reach them. Needless to say the ships were frequently dive-bombed but seldom hit. Presumably the Stukas were afraid of running into the hail of flak which the ships put up,

There were queues of men waiting for all the boats available and these were shelled from time to time. There was a nasty little aircraft directing their fire.

Occasional visits from our own fighters sent all the horrors scurrying but obviously our aircraft were at the limit of their fuel and could not stay.

At first light on 1 June, our third day, a good old British lifeboat appeared. We marched down and waded out to it. The lifeboatmen were splendid and kind. 'Come on old soldier, up you come'. We were ferried out to HM destroyer *Icarus* and eventually got home.

We took the lifeboat as being from Margate, but I understand that it could have been Ramsgate, as both were operating that day.

Patrick Barnes, Osterley, Middx.

I did not visit the site on my annual visit to the islands this May but I have checked with a fellow LBES member who did and he confirms the comments above.

For your interest, there were three pulling and sailing lifeboats stationed at St Agnes, ONs 275, 516 and 590, none of which are known to exist today.

Michael Searle, Honorary Publications Officer, Lifeboat Enthusiasts' Society.

... and more about St Agnes

The letter from Keith and Janet Morris in the last issue regarding the old lifeboat house on St Agnes, Isles of Scilly, has prompted me to write.

I have been a regular visitor to St Agnes since the mid 'fifties and throughout that time there has always been one or more boats in the old lifeboat house. Gradually they are restored and refloated. One such 1940's 30ft wooden launch is now owned by my younger son and is at Cardiff yacht club where he and his brother are continuing restoration. The large boat currently in the lifeboat house is a recent acquisition of one of the islanders.

I believe I am correct in saying that the lifeboat house is a listed building and is in fact being re-roofed.

The St Agnes lifeboat ceased operation in 1920 when a new motor lifeboat arrived at St Mary's.

K.H. Hyatt, Llandoverly, Dyfed.

War Transport, only the short haul from Hatfield to site being permitted.

He worked on the conversion to a cruiser until his death in 1951. It was then subsequently sold, unfinished, to someone, I believe in the Cambridge area, although the vessel was moved to the yard of a Mr Sykes at Broxbourne, Herts, where I last saw it in the mid 1950s.

As a lifeboat it was built in 1906 by the Thames Ironworks (who in their day had pioneered the construction of iron/steel ships but had later succumbed to fierce competition from the shipyards of the Clyde), a 35ft by 8ft 6in beam self-righting pulling and sailing lifeboat. Strangely enough, Graham Smith of Newbury who brought this letter to my attention, had a grandfather who was an apprentice there at about this time and could well have been involved in its construction.

Perhaps through Mr Sexton I might be able to make a reacquaintance again.

Richard Nixon, Hatfield, Herts.

Long, and appreciated, support

I was interested to note in recent Your Letters some members comments relating to the length of involvement with supporting the RNLI. My family's involvement goes back prior to 1879 when on 13 November of that year my great great grandfather Edwin John Brett, a successful publisher, presented Southend with a lifeboat.

My great grandfather, grandfather, father, my father's brother (whose family still have the scale model of the lifeboat which was presented to Edwin Brett to mark the occasion) myself, my wife and one of our daughters have continued to support the RNLI fundraising activities.

I had not been a member of the RNLI but when advising your membership department earlier this year of the death of my father, I decided to become an annual governor (similar to my father) and your membership department thoughtfully suggested I might like to have my father's membership number.

While my father always indicated that he would like to leave a donation to the RNLI, he never actually specified his wishes in his will. However, my sister Mrs P. North and I would like the RNLI to accept the enclosed cheques in memory of our father Edwin Stewart Brett and I would ask you to forward them to your fundraising department.

**John Edwin Brett,
Totteridge, London.**

Hampshire tales

I am presently engaged on some research work concerning the sinking of HMS *Hampshire* in 1916 off Marwick Head on the west coast of Orkney, when Lord Kitchener was drowned.

A recent visit to Orkney, as well as one which I made some years ago, reveals the fact that although nearly 80 years have gone by, there are still stories being told about the events of that day, of the lifeboat at Stromness, the troops in the area, the local people, of political intrigues and why so few men were saved.

I would be very grateful if any of your readers would write to me telling of their knowledge of such stories which they may have heard, perhaps from people of another generation, perhaps from some other source. It would be helpful if any letters could indicate the degree of reliability which can be given to the account and, if possible, where the person who told the story lived.

It may be that there are sources of information of which I am not aware and your readers may be able to direct me towards these.

**Reverend J.M. Pennington, Cambois
Church House, 7 Wansbeck Mews,
Ashington, Northumberland NE63
8QH**

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.

Fireboat information

I have read with interest the items published in your Summer/ Autumn issues regarding the efforts of lifeboats during the Dunkirk Evacuation.

Our vessel, the *Massey Shaw*, was the only fire boat to be sent to Dunkirk to help with fighting fires in the town. However, due to difficulties in reaching the port she, like many of the lifeboats, helped rescue troops from the beaches and bring them safely home to Ramsgate.

The Massey Shaw Society was formed to restore the vessel and we are endeavouring to compile a detailed history of her life. I would be grateful therefore if any of your readers might be able to help with information about the *Massey Shaw* during the evacuation or her 'stop-over' in Ramsgate. We aim to produce a booklet to celebrate her 60th year in 1995.

We hope the vessel will be able to return to Dunkirk in May 1995 together with the Association of Dunkirk Little Ships.

**David S. Rogers,
Massey Shaw & Marine Vessels
Preservation Society,
36 Hollyford, Billericay, Essex CM11 1EG**

Where is she now?

Has any eagle-eyed reader seen the Barnett class ex-lifeboat *William and Kate Johnston*, last known to be named *Jymphany*?

Any information please to:

**S. Voss, 33 Larches Road,
Kidderminster, Worcs DY11 7AB**



Membership News

Governors • Shoreline • Storm Force

Boat Show 1995

Once again the RNLI will be at the London Boat Show at Earls Court from 4-15 January inclusive. The show always proves a successful way of recruiting new members and, of course, current members are very welcome to come along to see us too! We are on stand 60E.

Recruitment

At the time of writing the radio advertising campaign on Classic FM and SCOT FM is still running and early signs are encouraging. The door-drop that was distributed in October is also looking good, with many new supporters coming 'on board' through this method of recruitment. Plans are well underway for further recruitment activities during 1995 to continue to add to our numbers of members. As always your subscriptions are especially valuable in providing regular and reliable income.

Deed of Covenant

If you are a UK taxpayer we would ask you to consider signing a Deed of Covenant. You can increase the value of your subscription to the RNLI by a third – at no cost to yourself. For further information, please contact Membership Services (01202 671133) or take the opportunity to complete the form when you receive your renewal.

Membership Cards

During 1995 you will receive your new membership card carrying the revised telephone numbers. These numbers can be used now and will replace all existing numbers from 16 April 1995 in line with British Telecom's change of national area codes.

Christmas Appeal Mailing

Thank you to all those members who sent a further donation in response to the recent letter from Dave Kennett – coxswain of Yarmouth, Isle of Wight lifeboat. Your generous support is very much appreciated.

Remember!

Storm Force makes an ideal gift for a child and lasts all year!
Individual membership £3
Group membership £1 per member
(minimum 10)

Direct Debits

If you have not yet had the opportunity to complete a direct debit, we would urge you to consider making payment of your subscription by this method. Did you realise that it costs twice as much to process a cheque through the bank as it does to claim a direct debit and the administration costs involved in handling cheques

are also much higher. Please contact Membership Services at RNLI Headquarters – (01202) 671133 who will be pleased to supply you with a form. Or you can complete the direct debit when you receive your membership subscription renewal. You will be ensuring that more of your subscription payment goes directly towards helping the lifeboat crews.

A Decade of Storm Force

Storm Force celebrates its tenth birthday on 4 January 1995, and the occasion will be celebrated at the London Boat Show Press Day – the venue for the launching of Storm Force by pupils of the BBC's Grange Hill school, back in 1985.

This time, two Storm Force members will be the VIP's. Jennifer Moss from Liskeard, Cornwall will be ten on 3 January and Richard Chambers from Cannock, Staffordshire will be ten on 5 January. Among their 'duties' will be the blowing out of the candles on a spectacular Stormy Stan cake, launching special stickers and baseball caps, starting off the Treasure Hunt on the RNLI stand, meeting lifeboat crew members and donning lifeboat gear to be first aboard the mock-up of the flying bridge of a Trent lifeboat on display for the first time.

Other celebrations during the year will include Open Days at Poole and rallies around the country.

The Storm Force junior club is being used in a fun and friendly way and, in conjunction with the new resource pack for primary schools, to raise awareness of lifeboat work among the young. The



introduction of the new members' pack and the cheery character Stormy Stan in 1994 has helped boost membership from 15,000 to 25,000 in 12 months. Readers of THE LIFEBOAT have done their part and have been quick to respond to Storm Force inserts in the journal, resulting in over 1,000 new members.

Lifeboat stations, branches and guilds have also rallied to the new challenge of 'catch 'em while they're young'! In fact organised visits to lifeboat stations, open evenings, treasure hunts and film evenings have all been used to enrol or encourage new members – please let the PR office know of any other ploys used so that we can pass them on!

For further information about Storm Force please contact the Public Relations Office, RNLI Headquarters.

Flashback to '85. Simone Nylander and Erkan Mustafa – stars of 'Grange Hill' – launch Storm Force in the company of Staff Coxswain (now the RNLI's Assistant Training Officer) Edward Mallinson and members of the Calshot lifeboat crew.



What and Where... The lifeboat fleet of the RNLI

This list of lifeboats at RNLI stations was compiled from information which was correct at the time of going to press. Lifeboats are sometimes moved between stations and frequently replaced temporarily by lifeboats from the Relief Fleet. The information provided in the 'On Station' section of 'People and Places' in The Lifeboat will help to keep this list up to date.

Aberdeen	Arun	54-05	<i>BP Forties</i>	ON 1050	Cullercoats	Atlantic 21	Tyne	47-006	<i>Ruby and Arthur Reed II</i>	ON 1097
Aberdovey	Inflatable	D386	<i>Trevor Edwin Jones</i>		Donaghadee	Atlantic 21	Arun	B591	<i>Edmund and Joan White</i>	ON 1107
Abersoch	Atlantic 21	B559	<i>Long Life III</i>		Douglas	Tyne	47-032	<i>City of Belfast</i>	ON 1147	
Aberystwyth	Atlantic 21	B582	<i>Barough of Solihull</i>		Dover	Thames	50-001	<i>Sir William Hillary</i>	ON 1031	
Aith	Atlantic 75	B704	<i>Enid May</i>		Dun Laoghaire	Inflatable	D441	<i>Rotary Service</i>	ON 1036	
Aldborough	Arun	52-030	<i>Snolda</i>	ON 1100	Dunbar	Waveney	44-015	<i>Lady of Lancashire</i>	ON 1034	
Alderney	Mersey	12-34	<i>Freddie Cooper</i>	ON 1193	Dungess	Inflatable	D397	<i>Banks' Staff III</i>	ON 1186	
Amble	Trent	14-04	<i>Roy Barker I</i>	ON 1199	Dunmore East	Waveney	44-013	<i>Thomas James King</i>	ON 1035	
Angle	Waveney	44-005	<i>Margaret Graham</i>	ON 1004	Eastbourne	Mersey	12-27	<i>Pride and Spirit</i>	ON 1195	
Anstruther	Inflatable	D447	<i>Thomas Campbell</i>	ON 1114	Exmouth	Inflatable	D449	<i>Humphry and Nora Tollemache II</i>	ON 1045	
Appledore	Mersey	47-011	<i>The Lady Rank</i>	ON 1174	Eyemouth	Waveney	44-019	<i>Clubs of the River Exe</i>	ON 1026	
Arbroath	Tyne	12-17	<i>Kingdom of Fife</i>	ON 1140	Falmouth	Waveney	44-008	<i>Eric Seal (Civil Service No. 36)</i>	ON 1058	
Arran (Lamlash)	Mersey	47-027	<i>George Gibson</i>	ON 1194	Fenit	Arun	52-11	<i>Elizabeth Ann</i>	ON 1081	
Arranmore	Tyne	B565	<i>Manchester and District XXXII</i>	ON 1029	Filey	Atlantic 21	B595	<i>Falmouth Round Table</i>	ON 1170	
Atlantic College	Atlantic 21	12-35	<i>Inchcape</i>	ON 1111	Fishguard	Inflatable	D446	<i>Hoime Team</i>	ON 1198	
Ballycotton	Waveney	44-011	<i>Augustine Courtauld</i>	ON 1067	Flamborough	Mersey	12-13	<i>Keep Fit Association</i>	ON 1156	
Ballyglass	Inflatable	C521	<i>Prince of Arran</i>	ON 1159	Fleetwood	Arun	14-03	<i>Blue Peter VII</i>	ON 1028	
Baltimore	Atlantic 21	B554	<i>William Luckin</i>	ON 1137	Flint	Atlantic 75	B703	<i>Jason Logg</i>	ON 1109	
Barnmouth	Arun	52-15	<i>American Ambassador</i>	ON 1185	Fowey	Inflatable	D424	<i>City of Chester</i>	ON 1118	
Barra Island	Arun	52-45	<i>Hymna Winstone</i>	ON 1143	Fraserburgh	Tyne	47-038	<i>William Street</i>	ON 1196	
Barrow	Arun	47-024	<i>Mabel Williams</i>	ON 1117	Galway Bay	Inflatable	44-010	<i>Tangent I</i>	ON 1065	
Barry Dock	Mersey	B584	<i>Hilda Jarrett</i>	ON 1018	Girvan	Waveney	44-021	<i>Thomas Forehead and Mary Rowse II</i>	ON 1044	
Beaumaris	Tyne	12-26	<i>Youth of Ujster</i>	ON 1126	Gt Yarmouth/Gorleston	Mersey	12-37	<i>Silvia Burrell</i>	ON 1060	
Bembridge	Arun	52-01	<i>Maira Barrie</i>	ON 1191	Happisburgh	Atlantic 21	B574	<i>Joseph B. Press</i>	ON 1125	
Bemwick-upon-Tweed	Atlantic 21	B563	<i>Ann Lewis Fraser</i>	ON 1079	Hartlepool	Inflatable	D468	<i>Colin Martin</i>	ON 1044	
Blackpool	Mersey	47-018	<i>Joy and Charles Beeby</i>	ON 1124	Harwich	Atlantic 21	B568	<i>Burton Brewer</i>	ON 1060	
Blyth	Inflatable	D442	<i>Edgar Law</i>	ON 1056	Hastings	Waveney	44-018	<i>The Scout</i>	ON 1165	
Bridlington	Waveney	44-022	<i>The William and Jane</i>	ON 1093	Hayling Island	Atlantic 21	B571	<i>British Diver II</i>	ON 1095	
Brighton	Inflatable	D464	<i>Wren</i>	ON 1104	Holyhead	Waveney	44-020	<i>John Fison</i>	ON 1113	
Broughty Ferry	Inflatable	D426	<i>Lords Feoffee II</i>	ON 1059	Howth	Inflatable	D392	<i>Cecile Rampton</i>	ON 1123	
Buckie	Mersey	12-001	<i>Peggy and Alex Caird</i>	ON 1104	Humber	Mersey	B548	<i>Aldershot</i>	ON 1095	
Burdoran	Atlantic 21	B577	<i>Graham Hillier and Tony Cater</i>	ON 1059	Hunstanton	Atlantic 21	B581	<i>Andrew Mason</i>	ON 1163	
Burry Port	Arun	D389	<i>Captain Collin</i>	ON 1104	Iffracombe	Tyne	47-004	<i>St Cybi II (Civil Service No. 40)</i>	ON 1123	
Calsdot	Arun	52-09	<i>Spirit of Tayside</i>	ON 1059		Mersey	12-002	<i>Sealink Endeavour</i>	ON 1165	
Campbelltown	Inflatable	D331	<i>Charles Brown</i>			Atlantic 21	B548	<i>Aldershot</i>		
Calecton-on-Sea	Arun	52-12	<i>U.S. Navy League</i>	ON 1104		Atlantic 21	B581	<i>Andrew Mason</i>	ON 1095	
Cleethorpes	Atlantic 21	B579	<i>Dorothy Way</i>	ON 1093		Tyne	47-004	<i>St Cybi II (Civil Service No. 40)</i>	ON 1163	
	Inflatable	D431	<i>Safeway</i>	ON 1059		Arun	52-35	<i>City of Dublin</i>	ON 1113	
	Inflatable	D454	<i>Walter and Margaret Couper</i>			Mersey	52-37	<i>Lady of Hillbre</i>	ON 1123	
	Inflatable	D454	<i>Institute of London Underwriters</i>			Arun	B556	<i>Kenneth Thelwall</i>	ON 1163	
	Inflatable	D454	<i>Veronica</i>			Atlantic 21	D422	<i>Spirit of America</i>	ON 1163	
	Inflatable	D454	<i>Blue Peter VI</i>			Mersey	12-007	<i>Alec Dykes</i>	ON 1165	
	Inflatable	D454				Mersey		<i>Spirit of Derbyshire</i>	ON 1165	

Invergordon	Waveney	44-012	<i>The White Rose of Yorkshire</i>	ON 1033	Portree	Waveney	44-016	<i>Ralph and Joy Swann</i>	ON 1042
Kilsey	Thames	50-002	<i>Helmut Schroder of Durlössit</i>	ON 1032	Portrush	Inflatable	D456	<i>Jonathan Simpson</i>	
Kilkeel	Atlantic 21	B593	<i>Valerie Hull</i>			Arun	52-16	<i>Richard Evans (Civil Service No. 39)</i>	ON 1070
Kilmore Quay	Mersey	12-28	<i>Mary Margaret</i>	ON 1187	Portsmouth	Atlantic 21	B550	<i>City of Portsmouth</i>	
Kippford	Inflatable	D370	<i>41 Club II</i>			Inflatable	D421	<i>Lord Raglan</i>	
Kirkcudbright	Atlantic 21	B585	<i>Peter and Grace Ewing</i>			Mersey	12-010	<i>Lilly and Vincent Anthony</i>	ON 1168
Kirkwall	Arun	52-39	<i>Mickie Salvessen</i>	ON 1135	Pwllheli	Inflatable	D372	<i>The Lion</i>	
Largs	Atlantic 21	B547	<i>Independent Forster Liberty</i>			Atlantic 21	B551	<i>Constance MacNay</i>	ON 1171
Larne	Inflatable	D326	<i>Michel Philippe Wolkers</i>			Mersey	12-14	<i>Ann and James Ritchie</i>	ON 1197
Lerwick	Arun	52-10	<i>Soldan</i>	ON 1057	Ramsgate	Trent	14-02	<i>Erne Anderson</i>	
Littlehampton	Atlantic 21	B564	<i>Blue Peter I</i>			Atlantic 21	B558	<i>Ramsgate Enterprise</i>	
Littlestone-on-Sea	Atlantic 21	B573	<i>The Lady Dart and Longlife II</i>			Inflatable	C519	<i>Thomas Corbett</i>	
Landudno	Inflatable	D359	<i>41 Club I</i>			Atlantic 21	B580	<i>Leicester Challenge</i>	
	Mersey	12-006	<i>Andy Pearce</i>	ON 1164	Rhyl	Inflatable	D348	<i>Banks' Staff I</i>	
Lochinver	Arun	52-42	<i>Murray Lornie</i>	ON 1144	Rosslare Harbour	Mersey	12-24	<i>Lil Cunningham</i>	ON 1183
Longhope	Tyne	47-025	<i>Lord Saltoun</i>	ON 1138	Salcombe	Arun	52-26	<i>St Brendan</i>	ON 1092
Looe	Inflatable	D461	<i>Spirit of RAOC</i>			Tyne	47-022	<i>The Baltic Exchange II</i>	ON 1130
Lowestoft	Tyne	47-020	<i>Spirit of Lowestoft</i>	ON 1132	Scarborough	Mersey	12-18	<i>Fanny Victoria Wilkinson and Frank Stubbs</i>	ON 1175
Lyme Regis	Atlantic 21	B546	<i>Independent Forster Benevolence</i>			Inflatable	D434	<i>John Wesley Hillard</i>	
Lymington	Atlantic 21	B566	<i>Frank and Mary Atkinson</i>			Atlantic 21	D401	<i>City of London</i>	ON 1074
Lytham St Annes	Tyne	47-037	<i>Sarah Emily Harrop</i>	ON 1155	Selsey	Inflatable	D450	<i>Anthony</i>	ON 1176
Mablethorpe	Inflatable	D357	<i>Braemar</i>			Mersey	12-19	<i>The Four Boys</i>	ON 1027
Macaulf	Atlantic 21	B578	<i>The Rotary Club of Glasgow</i>	ON 1078	Sheerness	Waverley	44-009	<i>Helen Turnbull</i>	
Mallaig	Arun	52-21	<i>The Davina and Charles Matthews Hunter</i>	ON 1177	Sherringham	Inflatable	D362	<i>Kensington Rescuer</i>	
Margate	Mersey	12-20	<i>Leonard Kent</i>			Atlantic 75	B702	<i>Manchester Unity of Odd Fellows</i>	ON 1158
	Inflatable	D400	<i>Tigger</i>			Tyne	47-040	<i>Hermione Lady Colwyn</i>	
Minehead	Atlantic 21	B544	<i>Catherine Plumley</i>			Inflatable	D351	<i>Rotary Club of Sutton</i>	
	Inflatable	D420	<i>Leslie D.</i>	ON 1116	Silloth	Atlantic 21	B545	<i>Amelia Gregory-Armstrong</i>	
	Inflatable	D381	<i>Douglas</i>	ON 1152	Skegness	Inflatable	D460	<i>Leicester Fox</i>	ON 1166
Moelfre	Tyne	47-013	<i>Robert and Violet</i>			Mersey	12-008	<i>Lincolnshire Peacher</i>	
Montrose	Tyne	47-034	<i>Moonbeam</i>			Inflatable	D393	<i>Helen Mitchell Scrimgeour</i>	
	Inflatable	D398	<i>Victory Wheelers</i>			Inflatable	D368	<i>Douglas Cameron</i>	
Morcrambe	Inflatable	D440	<i>Brenda Reed</i>			Atlantic 21	B567	<i>Percy Garon II</i>	
Mudford	Atlantic 21	B583	<i>Ken Derham</i>			Atlantic 21	B562	<i>The Quiver (Legacy of Mrs D. Q. Prestland)</i>	
New Brighton	Atlantic 21	B549	<i>Benwatch</i>	ON 1172	Southwold	Atlantic 21	B572	<i>Dorothy and Kathrine Barr</i>	
New Quay	Mersey	12-15	<i>Frank and Lena Clifford of Stourbridge</i>			Atlantic 21	D453	<i>Blue Peter IV</i>	
Newbiggin	Atlantic 21	B553	<i>Kirklees</i>			Atlantic 21	B587	<i>Jessie Eliza</i>	
Newcastle	Mersey	12-29	<i>Eleanor and Bryant Girling</i>	ON 1188	St Abbs	Tyne	47-039	<i>Alexander Coutanche</i>	ON 1157
Newhaven	Arun	52-32	<i>Keith Anderson</i>	ON 1106	St Agnes	Inflatable	C516	<i>The Belsize Charitable Trust No. 1</i>	ON 1167
North Berwick	Inflatable	D452	<i>Blue Peter III</i>			Mersey	12-009	<i>The Princess Royal (Civil Service No. 41)</i>	ON 1073
North Kessock	Inflatable	D459	<i>Margaret & Fiona Wood</i>	ON 1173	St Mary's	Arun	52-18	<i>Robert Edgar</i>	ON 1025
North Sunderland	Mersey	12-16	<i>Grace Darling</i>			Arun	52-02	<i>Sir William Arnold</i>	ON 1139
Oban	Brede	33-10	<i>Nottinghamshire</i>			Tyne	47-026	<i>Garside</i>	
Padstow	Tyne	47-003	<i>James Burrough</i>	ON 1094	St Davids	Atlantic 21	B576	<i>Ellis Sinclair</i>	ON 1098
Peel	Mersey	12-22	<i>Ruby Clery</i>	ON 1181	St Peter Port	Inflatable	D388	<i>Sir Max Aitken II</i>	
Penarth	Inflatable	D384	<i>John Cresswell</i>			Arun	52-29	<i>Crusader</i>	ON 1099
Penlee	Arun	52-24	<i>Mabel Alice</i>	ON 1085	Stairthes & Runswick	Inflatable	D417	<i>The Joseph Rothwell Sykes and Hilda M.</i>	
Peterhead	Tyne	47-019	<i>Babs and Agnes Robertson</i>	ON 1127	Stornoway	Waveney	D470	<i>Landlubber</i>	ON 1043
Plymouth	Arun	52-40	<i>City of Plymouth</i>	ON 1136	Stranraer	Inflatable	44-017	<i>Douglas Hurdall</i>	
Poole	Brede	33-07	<i>Inner Wheel</i>	ON 1089	Sunderland	Mersey	D417	<i>Robert Charles Brown</i>	ON 1182
	Whaler	A513	<i>Sam and Mrs Coles</i>			Inflatable	12-23	<i>Phil Mead</i>	ON 1110
Port Erin	Atlantic 21	B594	<i>Herbert and Edith</i>			Mersey	47-008	<i>Frank and Dorothy</i>	
Port Isaac	Inflatable	D366	<i>Peter and Moly Tabor</i>			Tyne	47-010	<i>RFA Sir Galahad</i>	ON 1112
Port St Mary	Inflatable	D462	<i>Frances</i>	ON 1051	Teesmouth	Atlantic 21	D438	<i>The Stanley Taylor</i>	
	Arun	54-06	<i>The Gough Ritchie</i>			Tyne	47-030	<i>David Robinson</i>	ON 1145
Port Talbot	Inflatable	D402	<i>Warwick</i>			Tyne	47-005	<i>Ethel Anne Measures</i>	ON 1096
Portlerry	Atlantic 75	B706	<i>Blue Peter V</i>			Arun	52-43	<i>The Queen Mother</i>	ON 1149
Portlucawli	Inflatable	D390	<i>Tiger D</i>	ON 1120	Thurso	Inflatable	C523	<i>British Diver IV</i>	
Portlindalen	Tyne	47-015	<i>Hetty Rampton</i>	ON 1151	Tighnabruach	Arun	54-07	<i>The City of Bradford IV</i>	ON 1052
Portpatrick	Tyne	47-033	<i>Mary Irene Millar</i>			Arun			

Torbay						Weymouth	54-04				ON 1049
						Whitby	47-023	Tyne	Tony Vandervell		ON 1131
Tramore	D354	Alfred George Martin				Whitstable	B560	Atlantic 21	British Diver		
Treaddur Bay	52-19	Marie Winstone				Wick	47-016	Tyne	Norman Salvesen		ON 1121
Troon	D375	Alice				Wicklow	47-035	Inflatable	Annie Blaker		ON 1153
Tynemouth	D367	Sea Horse				Withernsea	D394	Tyne	Banks Staff II		ON 1141
Valentia	52-38	City of Glasgow III				Workington	47-028	Arun	Sir John Fisher		ON 1053
Walmer	52-13	George and Olive Turner				Yarmouth		Atlantic 21	Joy and John Wade		
Watton and Frinton	52-23	Margaret Frances Love				Youghal	B561		Marjory Turner		
Wells	B589	Jarvis Burgess									
	47-002	Sam and Joan Woods									
	12-003	Doris M. Mann of Amphyll									
West Mersea	D352	Jane Ann									
Weston-super-Mare	B570	Himley Hall									
	D387	Boto-X 87									
	B557	Weston Centenary									

The Relief Fleet of the RNLI

All-weather lifeboats											
Mersey	12-004	Royal Shipwright	Tyne	47-017	Owen and Ann Aisher		ON 1122				
Mersey	12-11	Lifetime Care	Tyne	47-021	The Famous Grouse		ON 1133				
Mersey	12-12	Marine Engineer	Tyne	47-029	Mariners Friend		ON 1142				
Mersey	12-21	Margaret Jean	Tyne	47-031	Voluntary Worker		ON 1146				
Mersey	12-25	Bingo Lifeline	Tyne	47-036	Kenneth Thelwall II		ON 1154				
Mersey	12-30	Her Majesty The Queen	Arun	52-14	Edith Ernlie		ON 1062				
Mersey	12-33	Fisherian's Friend	Arun	52-17	Sir Max Aitken		ON 1071				
Brede	33-08	Foresters Future	Arun	52-20	Duchess of Kent		ON 1077				
Brede	33-09	Enid of Yorkshire	Arun	52-25	A.J.R. and L.G. Uridge		ON 1086				
Waveney	44-002	John F. Kennedy	Arun	52-31	Newsbuoy		ON 1103				
Waveney	44-003	Khami	Arun	52-34	Margaret Russell Fraser		ON 1108				
Waveney	44-004	Faithful Forester	Arun	52-44	Hilbernia		ON 1150				
Waveney	44-007	Connel Elizabeth Cargill	Arun	52-46	The Duke of Atholl		ON 1160				
Tyne	47-012	Good Shepherd									

Atlantic 21 class Inshore Lifeboats

B513	William McCunn & Broom Y.F.
B514	Guide Friendship I
B515	Vee Webber
B525	Spix's Macaw
B527	Percy Garon (Civil Service)
B529	Alexander Duckham
B531	Foresters
B532	Guide Friendship III
B539	Lions International District 105 SE
B540	Wolverhampton
B543	Round Table
B555	Long Life I
B575	John Baistone
B586	Clothworker
B590	Wolverson X-ray
B592	Ernest Armstrong
C class Inshore Lifeboat	
C513	Sabag of Jersey

D class Inshore Lifeboats

D323	Gus
D324	BBC Radio Newcastle II
D338	Bruce's Bonus
D371	41 Club III
D383	Sea Tiger
D391	Lifeline
D396	Starting Point
D399	Bertha
D401	Bank Staff Appeal IV
D403	City of Peterborough
D404	Ann Speed
D405	British Diver III
D406	Phyl Clare
D407	The Marborough Club, Didcot
D408	City of Derby
D409	Taipan
D410	Bacchus
D413	Billy Mills & George Ralph
D414	Fairlands Lady
D415	Pride of West Kingsdown

D419	Sarah Helena
D423	John Edmunds
D425	Strickson
D427	Storr
D428	St Vincent Amazon
D430	Rotherham Grammar School
D432	Ordnance Survey Bosun
D433	Marjorie
D435	Table 32
D437	Jill Gatti
D439	Phyllis Mary
D444	Sharpe's Classic All Seasons
D445	AXA Life Insurer
D448	Sea Ranger
D451	Jeanne Frances
D457	Elsie Frances I
D458	Maureen Samuels
D466	Phyllis Mary II
D467	Kathleen Scadden

This information was compiled as at the end of September 1994 and makes some assumptions regarding the commissioning of new lifeboats for late 1994 and early 1995. Lifeboats are occasionally moved from station to station - particularly when new lifeboats are launched - and are regularly relieved by relief fleet lifeboats when the station lifeboat undergoes annual survey.

The 'On Station' section of 'People and Places' in each issue of The Lifeboat provides information about changes and additions but anyone wishing to see a particular lifeboat at a station is advised to make enquiries beforehand.

LIFEBOAT SERVICES

Aberdovey, Gwynedd

Atlantic 21: June 11, July 10, 16, 23, 24, 25, 27 (twice) and 30 (twice)

Abersoch, Gwynedd

Atlantic 21: June 2
Relief Atlantic 21: June 21, 26 and July 27

Aith, Shetland

52ft Arun ON 1100: June 5, 12, 21, July 4, 9 and 28

Aldeburgh, Suffolk

12m Mersey ON 1193: June 3
D class: June 26 and July 23 (twice)

Alderney, Channel Islands

Relief 14m Trent ON 1180: June 3, July 16, 17, 18, 20, 21, 23 and 26
Relief 44ft Waveney ON 44001: June 13 and July 2

Amble, Northumberland

44ft Waveney ON 1004: June 9, 25 and July 16

D class: June 25, 26, July 10 and 16

Angle, Dyfed

Relief 47ft Tyne ON 1146: June 2, 20 and 25

47ft Tyne ON 1114: July 24

D class: July 15 and 24

Anstruther, Fife

12m Mersey ON 1174: June 25, 26, July 8 and 14

Appledore, North Devon

47ft Tyne ON 1140: June 17 and 19

Atlantic 21: June 1, 2, 3, July 11 and 16

Relief Atlantic 21: June 27

Arbroath, Tayside

12m Mersey ON 1194: July 10

D class: July 15

Arran (Lamlash), Strathclyde

Relief C class: June 3

C class: July 24, 27, 28 and 29

Arranmore, Co Donegal

47ft Tyne ON 1111: June 4 (twice), 7 (twice), 23, 27, July 6, 12, 15 and 28

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

Atlantic 21: June 26 (twice) and July 11

Ballycotton, Co Cork

52ft Arun ON 1067: June 19, July 4 and 9

Ballyglass, Co Mayo

Relief 52ft Arun ON 1150: June 21

Baltimore, Co Cork

Relief 47ft Tyne ON 1122: June 16 and 18

47ft Tyne ON 1137: June 29

Bangor, Co Down

Atlantic 21: June 1, 13 (twice), 14, 16, 21, 25, 26, 29, July 3 (twice), 4, 7, 8, 10, 22 and 24 (twice)

Barmouth, Gwynedd

12m Mersey ON 1185: July 10 (twice)

D class: June 5, 18, July 3, 10 and

27

Barra Island, Western Isles

52ft Arun ON 1143: June 6

Barrow, Cumbria

47ft Tyne ON 1117: July 21
D class: June 11, July 21 and 28

Barry Dock, South Glamorgan

52ft Arun ON 1018: June 8, 18, 24, July 11, 18, 25 and 31

Beumaris, Gwynedd

Relief Atlantic 21: June 2, 4, 12, 20, 22, 26 (four times), July 2, 8, 9, 10, 15, 17, 21, 24 and 28

Bembridge, Isle of Wight

47ft Tyne ON 1126: June 5, 6, July 12 and 27

Relief D class: June 14, 16 (twice) and 19

D class: June 26 and July 3

Berwick-upon-Tweed, Northumberland

12m Mersey ON 1191: June 22, 25 and July 19

Blackpool, Lancashire

Relief D class: June 23, July 1, 7, 10, 16, 17 and 23

D class: July 1, 7, 10, 16 and 17

Blyth, Northumberland

Relief 44ft Waveney ON 1001:

June 15, July 9 and 28

D class: June 18

Borth, Dyfed

D class: June 16, July 10, 17 (twice), 23 and 28

Bridlington, Humberside

12m Mersey ON 1124: June 8, 22 and July 1

D class: June 5, 19 (three times), July 9, 10, 13, 16, 24 and 28

Brighton, East Sussex

Atlantic 21: June 6 (twice), 15, 20, July 5, 9, 18, 23, 24 (twice) and 29

Broughty Ferry (Dundee), Tayside

52ft Arun ON 1056: June 21, 27 and July 24 (twice)

D class: June 8, 21, 25, 27, July 9, 10, 24 (twice) and July 27

Buckie, Grampian

52ft Arun ON 1093: June 19, July 10, 19 and 22

Bude, Cornwall

D Class: June 2, 14, 16, 22, July 6 (twice), 18 and 21

Burnham-on-Crouch, Essex

Relief D class: June 6, 20, 21, 24 (twice) and July 1

Burry Port, Dyfed

D class: June 26, July 13 and 22

Calshot, Hampshire

33ft Brede ON 1104: June 4 (twice), 8 (twice), 18, 19 (three times), 29 and July 3

Campbeltown, Strathclyde

52ft Arun ON 1059: June 2 (twice) and 25

Relief D class: June 2

Cardigan, Dyfed

C class: June 18, July 10, 25 and 31

Clacton-on-Sea, Essex

Atlantic 21: June 14, 15, July 8, 15, 17, and 19

Relief D class: July 16, 22, 23, 24, 26 and 28

Cleethorpes, Humberside

D class: June 21, 27, July 10, 12, 21 and 24

Clifden, Co Galway

C class: June 21

Clogher Head, Co Louth

12m Mersey ON 1190: July 17

Conwy, Gwynedd

D class: June 24, July 11, and 17

Courtown, Co Wexford

D class: July 10 and 17

Craster, Northumberland

D class: June 21

Criccieth, Gwynedd

Relief Atlantic 21: June 3

Atlantic 75: July 28 and 29

Cromer, Norfolk

47ft Tyne ON 1097: June 18, July 16, 27, 28, and 30

D class: July 27 and 30

Cullercoats, Tyne and Wear

Atlantic 21: June 2, 10, 13 (twice), July 2, 17 and 29

Douglas, Isle of Man

47ft Tyne ON 1147: June 20 and July 10 (twice)

Dover, Kent

50ft Thames ON 1031: June 8, 15, 17, July 3, 5, 16, 17 (twice), 21 and 27

Dun Laoghaire

44ft Waveney ON 1036: June 8, 10, 27 (three times), July 3, 10, 21 and 30

Relief D class: June 13, 27 (twice) and July 30 (twice)

Dunbar, Lothian

Relief 44ft Waveney ON 1006: July 4, 7, 9, 10, 30 (twice) and 31

D class: July 9, 10, 15, 30 and 31

Dungeness, Kent

12m Mersey ON 1186: June 22 (twice), 25, 26 July 7, 9, 18, 21, 25, 28 and 30

Dunmore East, Co Waterford

44ft Waveney ON 1035: June 8, July 10 (twice), 17, 18 and 31

Eastbourne, East Sussex

12m Mersey ON 1195: June 5, 9, 12, 15 (twice), 16, 23 (twice), 26 (twice), 29 (twice), 30, July 7 (twice), 8, 13, 18, 23 (twice), 25 (twice) and 29

D class: June 2 (twice), 5 (twice), 18, 20, 23, 28, 29, July 9, 18, 19, 24 (three times) and 29

Exmouth, South Devon

33ft Brede ON 1088: June 3

44ft Waveney ON 1045: July 25
D class: June 4 (six times), 8, 17, 20, 24 (twice)

Relief D class: July 8, 10, 16, 17, 18, 21, 24 (three times), 25 (twice), 26, 28 (twice) and 31

Eyemouth, Borders

44ft Waveney ON 1026: June 26, July 8 and 24

Falmouth, Cornwall

52ft Arun ON 1058: June 2 (twice), 5, July 10, 26 and 31
Atlantic 21: June 5, July 8, 10 (three times) and 31

Fenit, Co Kerry

52ft Arun ON 1081: July 27

Filey, North Yorkshire

12m Mersey ON 1170: June 21, July 19 and 22

D class: June 1, 4, 22 (twice), 29, July 13, 19, 22 and 31

Fishguard, Dyfed

52ft Arun ON 1076: June 14, 18, 26, July 8, 12, 13, 27

Flamborough, Humberside

Atlantic 75: June 5, 12, 19 (twice), 26, July 10, 19, 22 and 24

Fleetwood, Lancashire

47ft Tyne ON 1156: June 14, July 1, 2, 7, 12 (twice), 26 and 31

Relief D class: June 3, 15, 17, 24, 26, July 10, 12 (twice), 17, 26 and 31

Fowey, Cornwall

44ft Waveney ON 1028: June 1, 10, 11, 26 (three times), 30, July 23 and 31 (twice)

Fraserburgh, Grampian

47ft Tyne ON 1109: July 7
Relief 47ft Tyne 1122: July 12 (twice) and 24

Galway Bay, Co Galway

52ft Arun ON 1118: June 4, 9, 11, 13, July 9, 11, 12, 13, 25, 27 and 29

Girvan, Strathclyde

12m Mersey ON 1196: June 14, July 16, 21 and 26

Great Yarmouth and Gorleston, Norfolk

Relief 44ft Waveney ON 1002: June 3

44ft Waveney ON 1065: June 19, July 22 and 23

Atlantic 21: June 3, 13, 15 (twice), 18, July 3, 4 (three times), 17, 22, 24 (twice), 25, 27 and 29

Happisburgh, Norfolk

D class: June 5, 25, July 16, 24 and 31

Hartlepool, Cleveland

44ft Waveney ON 1044: June 26, July 1, 6, 27, 28 and 30

Atlantic 21: June 1, 15 (twice), 19, July 1, 3 (twice), 18 and 27

Harwich, Essex

44ft Waveney ON 1060: June 13, July 2, 3 (four times), 11, 17 (twice) and 24

Atlantic 21: June 11, 12 (twice), 15, 29, 30, July 3 (five times), 10, 11, 17 (three times), 22, 23, 24 (three times) and 28

Hastings, East Sussex

12m Mersey ON 1125: June 3 and 21

D class: June 1, 4, 5, 11 (twice),

June and July 1994

July 2, 17 (twice), 18, 20, 26 and 31

Hayling Island, Hampshire
Atlantic 21: June 3, 5, 9, 12, 16 (twice), 21 (twice), 22, 26, July 1, 11 and 31

Relief Atlantic 21: July 17 (five times), 20 and 23

Helensburgh, Strathclyde
Relief Atlantic 21: June 6, 16, 21, 22, 23, 26, 29, July 2, 4 and 29

Holyhead, Gwynedd
47ft Tyne ON 1095: June 19, 27, 28 and July 9

Relief 47ft Tyne ON 1146: July 30
D class: June 9, July 11, 23 and 24

Horton and Port Eynon, West Glamorgan

D class: July 14, 16, 23 and 24 (twice)

Howth, Co Dublin

D class: June 9, 28 and July 17

Hoyleake, Merseyside

12m Mersey ON 1163: July 2

Humber, Humberside

52ft Arun ON 1123: June 6, 15 (twice), 20, 22, 27, July 5, 10, 11, 15, 20, 24 (three times) and 29

Hunstanton, Norfolk

Atlantic 21: June 13, July 23, 24 (twice) and 31

Ilfracombe, North Devon

12m Mersey ON 1165: June 24, 26, July 13, 21 (three times)

D class: June 14 and 22

Relief D class: June 26, July 5, 12 and 22

Invergordon, Highland

44ft Waveney ON 1033: June 22, July 2, 17 and 19

Islay, Strathclyde

50ft Thames ON 1032: June 17
Relief 52ft Arun ON 1071: June 29, 30 and July 17

Kilkeel, Co. Down

Atlantic 21: July 11 (twice) and 18

Kilmore Quay, Co Wexford

12m Mersey ON 1187: June 16, 24, July 9 and 16

Kinghorn, Fife

Relief C class: June 19, 23, July 7 (three times), 8, 9 (twice), 12, 17, 18, 25, 27 and 29 (twice)

Kirkcudbright, Dumfries and Galloway

Atlantic 21: June 1

Kirkwall, Orkney

Relief 52ft Arun ON 1103: June 5, July 1 and 10

Largs, Strathclyde

Atlantic 21: June 4, 18, 26 (three times), July 2, 8, 9, 19 and 22

Lerwick, Shetland

Relief 52 ft Arun ON 1062: June 5, 12 and July 8

Little and Broad Haven, Dyfed

Relief D class: June 26, 30 and July 9

Littlehampton, West Sussex

Relief Atlantic 21: June 2, 8, 11, 18, July 1, 10, 11, 17 (four times), 22, 23 (three times), 24 (twice), 30 (twice) and 31

The Lizard, Cornwall

47ft Tyne ON 1145: July 2 and 6

Llandudno (Orme's Head), Gwynedd

12m Mersey ON 1164: June 1, 18 (twice), 26 and July 31

Relief D class: June 11 (twice), 19, 20, 26, July 14 (twice) 24, 27, 28 and 31

Lochinver, Highland

52ft Arun ON 1144: June 9, 13, 28, 29, July 1, 26 and 29

Longhope, Orkney

47ft Tyne ON 1138: July 10

Looe, Cornwall

Relief D class: July 14 and 31

Lough Swilly (Buncrana), Co Donegal

D class: June 21

Lowestoft, Suffolk

47ft Tyne ON 1132: June 4

Relief 44ft Waveney ON 1102: June 21

Relief 47ft Tyne ON 1142: June 13, July 3, 21, 25 and 30

Lyme Regis, Dorset

Atlantic 21: June 10, 22, 25 (twice), July 6 (twice), 10, 22 (twice), 23 and 31

Lymington, Hampshire

Atlantic 21: June 18, 19 (twice), 22, 25, 26, July 17 (twice) 24, 25 (twice)

Lytham St Annes, Lancashire

47ft Tyne ON 1155: June 6, 15, July 21 and 30

D class: June 6, 10, 15, July 21 and 30

Mablethorpe, Lincolnshire

D class: June 2, 19, 27, 28 and July 10 (twice)

Macduff, Grampian

Atlantic 21: June 3, 15, 21, 25, 26, July 24 and 29

Mallaig, Highland

52ft Arun ON 1078: June 6, 9, 13, 25, 26, July 3 and 9 (twice)

Marazion, Cornwall

D class: June 17, 25, 26, July 22 (twice) and 31

Margate, Kent

12m Mersey ON 1177: June 1, 24, 30, July 3, 5 and 28

Relief D class: June 10, 11, 15, 24, 30, July 2 (twice), 3, 4, 15, 25 and 31

Minehead, Somerset

Atlantic 21: June 2, July 16, 17 and 24 (twice)

Moelfre, Gwynedd

47ft Tyne ON 1116: June 18, 26 (three times), 28, July 3, 5, 9 (twice), 17 and 23

D class: June 4 and 14

Relief D class: June 29, July 9 (three times), 14, 17, 21 and 25

Montrose, Tayside

47ft Tyne ON 1152: June 23

Relief D class: June 23

Morecambe, Lancashire

D class: June 23, 25, July 10 and 31

Mudford, Dorset

Atlantic 21: June 5 (twice), 8, 10, 11, 12, 14, 16, 18, 19 (twice), 23, 25 (three times), 28, July 3, 15 and 26

The Mumbles, West Glamorgan

47ft Tyne ON 1096: June 26

(twice)

Relief D class: June 12, July 1, 7, 16, 21 and 25

New Brighton, Merseyside

Relief Atlantic 21: June 5, 7, 11, 15, 18 (six times), 28 and July 17 (twice)

Newbiggin, Northumberland

Atlantic 21: June 1, 18, 20 and 21

Newcastle, Co Down

12m Mersey ON 1188: June 2, 5, July 13 (twice) and 24 (twice)

Relief D class: July 10, 13 and 30

Newhaven, East Sussex

52ft Arun ON 1106: June 3, 5, 24, 26, 27, July 5 and 8

New Quay, Dyfed

D class: June 1, 2, 18, July 17 and 25

Newquay, Cornwall

C class: June 3 and 12

Relief C class: July 23 and 28

North Berwick, Lothian

D class: July 31

North Kessock, Invernesshire

D class: June 21 and July 1

North Sunderland, Northumberland

12m Mersey ON 1173: July 28 and 30 (twice)

D class: July 14 and 25

Oban, Strathclyde

33ft Brede ON 1102: June 12, 17, 19 (twice), 22, 23, 24, 25, 27, 29, July 2, 3, 5, 6, 7, 8 (twice), 13, 14, 18, 20 (twice), 21, 24 and 28

(twice)

Padstow, Cornwall

47ft Tyne ON 1094: June 28 and July 6

Penarth, South Glamorgan

D class: June 7, 8, 11, 12 (twice), 14, 18, 24, 25, 29, July 8, 9 and 10 (twice)

Penlee, Cornwall

Relief 52ft Arun ON 1160: June 7, 25, 26 (twice), July 3, 18 and 31

Peterhead, Grampian

47ft Tyne ON 1127: June 3, 18 and 25

Relief 47ft Tyne ON 1122: June 29

Plymouth, South Devon

52 ft Arun ON 1136: June 3, 5 (twice), 9, 11, July 8, 19, 23 (three times), 25 and 30

Poole, Dorset

33ft Brede ON 1089: June 1, 3, 5

(twice), 6, 10, 12 (twice), 15, 18, 25, 29, July 3 and 9

Relief 33ft Brede ON 1090: July 13, 14, 16, 25 (three times), 26 and 30

Boston Whaler: June 1, 3, 6, 10, 15, 16, 18, 20, 25, July 3, 9, 13, 14

(four times), 16, 21 (twice), 23 (three times), 25 (four times) and 30

Portaferry, Co Down

Atlantic 21: June 4

Atlantic 75: June 20, 26, July 3, 7, 20, 24 and 30

Port Erin, Isle of Man

Atlantic 21: June 25 and July 16

Port Isaac, Cornwall

D class: June 28, July 11, 24 and 30

Porthcawl, Mid Glamorgan

Relief D class: June 8, 16, 23, 25, 26 (three times) and 30

D class: July 10, 11, 17 (three times), 19, 20, 21, 24 (three times) and 28 (twice)

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: June 18, 19, July 10, 22 and 31

Relief 47ft Tyne ON 1146: July 11 and 16

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: June 2, 5, 7, July 20 and 26

Portree, Isle of Skye

44ft Waveney ON 1042: June 6, July 25 (twice) and 30

Portrush, Co Antrim

52ft Arun ON 1070: June 4 (three times), 8, 14, 29 and July 9 (twice)

Relief D class: June 4, 11, July 1, 2 (twice), 6, 9 (twice), 15, 16, 22 (three times), 28 (twice) and 31 (twice)

Port St Mary, Isle of Man

54ft Arun ON 1151: July 11 (twice) and 25

D class: June 14 and 16

Portsmouth (Langstone Harbour), Hampshire

Relief Atlantic 21: June 3, 8, 24, 29, 30, July 15, 19 and 24

Relief D class: June 12, 18, 19 and 24

D class: July 7, 9, 19 and 29

Port Talbot, West Glamorgan

D class: July 2 and 3

Relief D class: July 6

Pwllheli, Gwynedd

12m Mersey ON 1168: June 24, 26, July 13, 21 and 23

D class: July 21 and 23

Queensferry, Lothian

Atlantic 21: June 5, 11, 13, 18, 26, 28, July 6, 22, 23 and 29

Ramsey, Isle of Man

12m Mersey ON 1171: June 18 and July 21

Ramsgate, Kent

47ft Tyne ON 1154: June 17, 29,

LIFEBOAT SERVICES June and July 1994 Continued

July 7, 24, 25, 28 and 29 (twice)
Atlantic 21: July 10, 16, 17, 28 and 29 (twice)
Red Bay, Co Antrim
C class: July 18 and 31
Redcar, Cleveland
Atlantic 21: July 10, 18, 23, 25 and 28
D class: June 1, July 10, 20 and 28
Rhyl, Clwyd
12m Mersey ON 1183: June 2, 11, 18, July 4 and 23
D class: June 2, 11, 12, 18, July 4, 23 (twice) and 27
Rock, Cornwall
D class: June 1, 23 (three times) 27, July 12, 25 (twice), 30 and 31 (twice)
Rosslare Harbour
52ft Arun ON 1092: June 16, 18 (twice) and July 9
Rye Harbour, East Sussex
C class: June 1, 21, 26 (twice), July 5, 9, 10, 11, 12, 20, 23 (three times) and 30
St Abbs, Borders
Atlantic 21: July 5
St Agnes, Cornwall
D class: June 29
St Bees, Cumbria
C class: June 11, 12, July 8, 9, 21 and 24
St Catherine, Channel Islands
Atlantic 21: June 12, 24, July 9, 11 and 13
St Davids, Dyfed
47ft Tyne ON 1139: June 25, 26, July 8, 20, 24 and 28
St Helier, Channel Islands
47ft Tyne ON 1157: June 3, 11, 24, July 1, 4, 9 and 17
St Ives, Cornwall
12m Mersey ON 1167: June 25, July 18 and 29
C class: July 1, 25 and 30 (twice)
St Peter Port, Channel Islands
52ft Arun ON 1025: June 26, July 3, 17, 23 and 25
Salcombe, South Devon
47ft Tyne ON 1130: June 2, 4, 18, July 6, 8, 21 (twice) and 23
Scarborough, North Yorkshire
D class: June 1 and July 18
Selsey, West Sussex
47ft Tyne ON 1074: June 14 (twice), 15, 18, 24, 28, July 11 and 24
D class: June 18, July 11, 17 and 24 (twice)
Sennen Cove, Cornwall
12m Mersey ON 1176: June 23, 24, July 8, 9 and 24
D class: June 18, 21 (twice), July 17, 24, 29 and 30
Sheerness, Kent
44ft Waveney ON 1027: June 3, 21, 24 (twice), July 3 (twice), 23 and 26
Relief D class: June 1 (three times), 2, 5, 18 and 24 (twice)
D class: July 3 (twice), 20, 22, 23 (twice) and 30
Shoreham Harbour, West

Sussex
D class: June 5
Silloth, Cumbria
Atlantic 21: June 12, 26, July 7 and 18
Skegness, Lincolnshire
12m Mersey ON 1166: June 1, 15, July 23 and 24
D class: June 28, July 10, 23, 24 and 31
Southend-on-Sea, Essex
D class: June 1, 23 (twice), 24, 25, July 10 (three times) and 16
Relief D class: June 15 and 23 (twice)
Atlantic 21: June 5, 12 (twice), 15, 16 (twice), 17, 19 (twice), 20, 23 (three times), 24, 25, 26, July 9 (twice) and 10 (three times)
Southwold, Suffolk
Atlantic 21: June 17, July 3 (twice), 19, 20 and 28
Staithes and Runswick, North Yorkshire
Atlantic 21: June 8, 18 and July 25
Stornoway, (Lewis), Western Isles
52ft Arun ON 1098: June 22, July 18 and 26
Stromness, Orkney
52ft Arun ON 1099: June 5 and 26
Sunderland, Tyne and Wear
44ft Waveney ON 1043: June 1, 4, July 7 and 12
D class: June 1, 4, 25, July 10 (twice) and 12
Swanage, Dorset
12m Mersey ON 1182: June 5 (twice), 8, 10, 26, July 2, 15, 22, 23 and 29
D class: June 3, 5, 8, 10, 24, 25, 26, July 2, 22, 26 and 29
Teemouth, Cleveland
47ft Tyne ON 1110: June 2, 12, 15 (twice), 25, 26, 30, July 1, 3 (twice), 24, 25 and 27
Teignmouth, Devon
Atlantic 21: June 13, 27, July 14 and 28
Tenby, Dyfed
47ft Tyne ON 1112: June 3, 19, 22, 26 (three times) and 30
Relief D class: June 3 (twice), 15, 19, 22, July 5 (twice), 17 and 24
D class: July 29
Thurso, Highland
52ft Arun ON 1149: June 18, 27, July 24 and 27
Tobermory, Strathclyde
54ft Arun ON 1052: June 6 (twice), 14, 18, 28, 29 (twice), July 2, 3, 9 and 12
Torbay, South Devon
Relief 52ft Arun ON 1086: June 6, 9, 17, 18, July 1, 17, 18, 26, 28 and 30 (three times)
Relief D class: June 5 (twice), 9, July 3, 4, 17 (twice), 18, 20, 21, 23, 25 (three times), 29 and 31
Trearddur Bay, Gwynedd
D class: June 4, 18, 30, July 2, 3

and 20
Troon, Strathclyde
52ft Arun ON 1134: June 27, July 2, 9 and 25 (twice)
Tynemouth, Tyne and Wear
52ft Arun ON 1061: June 4, 19 and 22 (twice)
D class: June 13, 22 and 28
Valentia, Co Kerry
Relief 52ft Arun ON 1150: July 7
Walmer, Kent
Atlantic 21: July 24 and 28
D class: June 5 and July 15
Walton and Frinton, Essex
47ft Tyne ON 1075: June 5, 14, 24 (three times), July 3, 17, 19 (twice), 24, 26 and 28
Wells, Norfolk
12m Mersey ON 1161: June 12, July 3 and 24
D class: June 1 (twice), 5, July 3 and 24
West Kirby, Merseyside
D class: June 4, 6, 23, 25, July 5, 10, 13, 22 and 23
West Mersea, Essex
Atlantic 21: June 5, 10, 18, 19, 24 (twice), July 16, 17, 18, 23 (four times), 24 (twice), 25 and 26
Weston-super-Mare, Avon
Atlantic 21: June 6, 12, 25, July 3 and 31
D class: June 25, July 3, 12 and 31

(twice)
Weymouth, Dorset
54ft Arun ON 1049: June 1, 3, 4, 5, 12, 16, 25, 29, July 19, 20, 23, 24, 25, 28, 30 and 31
Whitby, North Yorkshire
47ft Tyne ON 1131: June 7, 16 (twice), July 3 (twice), 19, 26, 27 and 29
D class: June 16 (twice), 25, 26, July 3 (twice), 23 and 27
Whitstable, Kent
Atlantic 21: June 3, 4, 5, 17, 24, 26, 28, July 10 (twice), 23, 25, 26 and 31 (three times)
Wick, Highland
47ft Tyne ON 1121: July 4, 9 and 31
Wicklow, Co Wicklow
47ft Tyne ON 1153: July 16 (twice)
Withernsea, Humberside
D class: June 26, July 3, 10 and 21
Workington, Cumbria
47ft Tyne ON 1141: June 12, 21, July 9 and 16
Yarmouth, Isle of Wight
Relief 52ft Arun ON 1108: June 5 (twice), 8, 18, 25, 27, July 2, 13 (twice), 23 (twice) and 26
Lifeboats on Passage
47ft Tyne ON 1139: July 13
52ft Arun ON 1081: June 25

Lifeboat Services

The services listed are those for which returns had been received at Headquarters by 21 October 1994. There may be other services for which returns had not been received by that date.

The Arun class is the most numerous of the RNLI's all-weather lifeboats. Designed to lie afloat on a mooring 46 boats were built between 1971 and 1990 for use in every Division. Although some changes were made to the design during its life the essentials remained unchanged until the need for even greater speed led to the development of the Trent and Severn classes.



Aruns are mainly glassfibre, although the first three are of wood and another was built experimentally of steel. All but one are still in service.

This is Weymouth's Arun, *Tony Vandervell*, one of five built with a rounded stern which increased their length from 52ft to 54ft, demonstrating her 18-knot operational speed in Weymouth Bay.
Photo Stephen Hooper

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Some ways of filling the coffers...

In Brief

MEMBERS of **Backwell** branch recently travelled to Cherbourg and back in a day as guests of the P&O ferry company to sell RNLI Volvo draw tickets to passengers. The captains of both the ferries involved, *Pride of Cherbourg* and *Pride of Bilbao*, welcomed six members of the committee and, together with the crews, helped to ensure the success of the venture. A total of £880 was raised during the day.

HOLYWELL postman, John Parry, undertook a sponsored slim, lost one-and-a-half stone in eight weeks and presented a cheque for £150 to Gary Jones, honorary secretary of **Flint** lifeboat. His secret – don't eat after 7pm!

THE **North Sunderland** ladies' guild have had another successful year. The annual fete held on Seahouses pier realised £12,463 and together with the results of other events a total of £31,000 was sent to Headquarters. EACH year, with the permission of the Abbot of Caldey, Ted Blythin, a member of **Tenby** branch committee, sets up a table just inland of the landing on the island. Having just experienced a sea crossing most visitors are happy to contribute to the RNLI, and in a week this year's collection amounted to £913.30.

CHAIRMAN of **Wallingford** branch, David Calvin Thomas, led the parade of 98 teddy bears at Sotwell Hill House garden party which raised £1,000 for the Yarmouth boat-house appeal.

FOR the past 12 years Suffolk Yacht harbour, in conjunction with Haven Ports Yacht Club, has held an annual Lifeboat Day, raising over £17,000. Last September organisers John Day and Margaret Spear, together with their hard-working supporters from the yacht club, raised a record amount of £3,000

Cheers!



In addition to several special events organised by the Hillam and Monk Fryston ladies' guild during 1994, its 10th anniversary year, the ladies ran a very well stocked bottle stall at Monk Fryston Gala in July and raised £146.

Walk this way...

Last May, Bill Pretty from Northolt, Middlesex, realised a long-standing personal ambition by walking the South West Way, Britain's longest footpath.

The books said it was 500 miles long but Bill has since discovered that the official length is 604 miles!

Planning took over a year and with the help of his girlfriend Fenella Pinnock, Bill wrote to over 2,000 companies for sponsorship and publicity. Bryan Contract Hire supplied a support vehicle, Safeway, one of his sponsors, provided food and many donations of equipment and money were forthcoming.

Finally, after plenty of walking and squash to get fit Bill set off from Minehead with Fenella driving the support vehicle. She did not know it, but her engagement ring was in Bill's day pack!

During the four weeks it took to complete the walk, Bill found an unexploded military flare on a beach, helped rescue some lads stuck part way down a cliff and got engaged!

All in all a very successful expedition which raised just over £2,573 with money collected by various guilds at Safeway stores en route raising the final total to £3,000.



Quite a Show

The Isle of Man Lions Club recently presented Peel Lifeboat station with a showcase for use outside the boat-house.

For operational reasons the RNLI gift shop is situated in a difficult position at the back of the boathouse and the showcase acts as a shop window encouraging people to go in and buy. It is stored in the boathouse and is positioned outside when the shop is open.

Funded by the Club and made by Tynwald Woodcrafts the showcase was presented to Mrs Pat Rawlinson, chairman of Peel ladies' guild by Len Templeton of the Isle of Man Lions Club.

Banking on their help

Twenty-four members of various National Westminster bank branches on the Isle of Wight mustered at the Inshore Lifeboat Centre, to pull a D class lifeboat the 16 miles from East Cowes to Yarmouth lifeboat station in aid of the new boathouse appeal.

They left in very foggy weather and after a collection stop in Newport, arrived at Yarmouth in the late afternoon to be met by the station honorary secretary, second coxswain and crew for much needed refreshments and a very big thank you.

To date they have raised £1,300, with money still coming in.

Mum's the word...

Thurso lifeboat station has close links with HM The Queen Mother. Not only is the Thurso lifeboat called *The Queen Mother*, but she was named by Her Majesty and her home in Caithness, the Castle of Mey, was also the scene of some RNLI fundraising recently.

The gardens are open to the public on three occasions during the summer, and coach loads of tourists and car loads of people flock to the castle. The one thing they all have in common is the need for refreshment, and that is where Thurso branch came to the rescue!

The Queen Mother's staff asked if the branch would like to raise money for the RNLI by organising afternoon teas at the castle and, with the help of staff, volunteers and friends, over £868 was realised from the teas and £318 from the sale of souvenirs.

Just the ticket

More than £340,000 has been raised so far from the 1994 promotion in conjunction with Volvo Car UK.

Six Volvo 440 1.6Li cars were offered as prizes in raffles throughout various fundraising regions. The prize winners, and amounts raised in the regions, are:

Scotland raised £46,000 – the winner was J.A. Elliot of Inveraray.

North East and Eastern together raised £62,739 – the winner was Mrs Cheetham of Castleford, West Yorkshire.

South East raised just over £45,000 – the winner was G.J. Knight of Dagenham, Essex.

Wales and West Mercia raised £40,864 – the winner was Mrs K. Roberts from Sheffield.

South West and Greater London raised approximately £116,000 – the winner was Mrs Charlesworth of Leeds.

North West raised £30,174 so far – the winner was Miss J. Harding of Workshop, Notts.

Publicity afloat

Falmouth lifeboat crew and guild members joined forces to publicise their new boathouse and shop by entering a decorated lifeboat in the Falmouth Carnival in August.

Crew members, their wives and children and guild members helped decorate the float and then walked alongside during the procession through the town, distributing badges and painting competition leaflets to encourage both local people and visitors to visit the new boathouse and shop now situated at Port Pendennis.

The painting competition was judged by Tamsin Thomas of Radio Cornwall, with Nicholas Kempton of Falmouth and James Murray of Penryn winners of the respective age groups.

That's the spirit!

A crowded Bruichladdich hall on Islay was the venue for a whisky blending evening celebrating the first written record of whisky, courtesy of Whyte & MacKay.

Master blender, Richard Paterson, gave an illustrated talk on the history of whisky and the art of the whisky blender and a practical demonstration on how a blended whisky is produced.

Members of the audience were invited to mix their own blend and that judged to be most successful, Margaret MacTaggart, was awarded a prize and a certificate.

•*Islay ladies' guild* provided a sumptuous buffet and all proceeds of the evening, amounting to £720, were donated to the RNLI.

In Brief

A CHEQUE for £1,000 was recently presented to George Phillips, honorary secretary of **Padstow** lifeboat by Hewlett Packard at their head office in Bracknell, Berkshire. George's son, Simon, who is an account manager in the company, had nominated the RNLI (Padstow lifeboat) for a charity cheque and a committee decided that the RNLI be one of the recipients of the company's annual charity awards.

A PENTATHLON organised by John Gallacher of **Hitchin and District** branch took place at The Plough public house. Nine teams took part in the contest which commenced with a clay pigeon shoot, followed by a game of golf. Dominoes, draughts and darts took place in the pub and sponsorship so far has raised £128 plus a collection of £25. WITH the wind howling and the rain pouring, it could not have been a worse afternoon for **Scalby ladies' guild** first ever grand auction. But in true lifeboat tradition supporters turned out and bidding was soon under way. Almost 200 items had been donated locally and a splendid £1,100 was achieved. It is hoped to repeat this successful venture in the future.

THE **Rame Peninsula** branch were delighted to receive a cheque for £250 from the Old Comrades Club at Torpoint.

NORTHOP Country Park was the venue for a charity golf day organised by the ladies of **Hawarden** branch. Golfers paid an entrance fee to play the course and at the end of the day a total of £180 had been raised. ON BEHALF of the Quay Sailing Club (St Germans) in Cornwall, Margot Luff recently presented two mobile telephones to Plymouth lifeboat. The club has nominated the RNLI to be the main beneficiary of its fundraising efforts and for many years Margot has also been responsible for selling RNLI Christmas cards and gifts.

FLAG day collections and sales of souvenirs resulted in £917 for **Daventry and District** branch – not bad for a small market town in the centre of the country!

The Lady Provost of Glasgow, Mrs Ann Irons, draws the winning ticket in the Scottish Region for a Volvo car. Standing beside her is His Grace the Duke of Atholl, convener of the Scottish Lifeboat Council



A raft of money...



Comedian Norman Wisdom presents a cheque for £27,500 – the proceeds of the 1994 Portrush Raft Race – to Kelly Allen, the first female crew member of Portrush lifeboat. The Mayor of Coleraine, David McClarty is also pictured, right.

Trusty walkers

The sponsored walks, held during 1994 in conjunction with the National Trust, raised a total of £11,883 for the RNLI.

An additional bonus was that the publicity for the Suffolk walks led to a donor from the county funding a new D class lifeboat.

Something fishy...

Eleven-year-old Stuart Jones organised a mackerel race - whoever caught the most mackerel in two hours was the winner.

The race, which raised £187.10, took place on a lovely summer's evening and attracted many locals as well as visitors. Stuart, who is the son of Porthdinllaen coxswain/mechanic Peter Jones, hopes to make it at annual event.

Eleven-year-old Stuart Jones pictured with his father, Coxswain Mechanic Peter Jones of Porthdinllaen, with some of the fish from his 'mackerel race'.



Going west

Radio Cornwall, Volvo Car UK, and West Briton Newspapers took part in a unique lifeboat challenge on 3 September to raise £17,000 – the cost of fuel used by Cornish and Isles of Scilly lifeboats in a year.

Justin Leigh, a popular broadcaster with Radio Cornwall travelled in a Volvo car to all Cornwall's branches and guilds, which held special events during the day.

The West Briton newspaper organised a special 'guess the mileage' competition and published details of the route, with approximate arrival times of the car.

Radio Cornwall covered the trip throughout the day, opening special phone-in lines inviting listeners to pledge donations and holding a special auction on air of a painting by Derrick Huges of an old pulling lifeboat rescuing a schooner off the Goodwin Sands. This raised £450 during the day. The total raised is expected to top £20,000.

Making a meal of it

Just 47 people gathered together in their posh frocks and black ties raised nearly £1,300 at a recent dinner held by Botley branch on board HMS Warrior.

This historic naval ship, built in 1860, has been fully restored and provides a stunning venue for fundraising events. Guests were treated to a guided tour of the ship before sitting down to a five-course dinner served with fine wines.

Rod James, a crew member of Hayling Island lifeboat, gave a thrilling talk which provided the serious side of the evening before wallets and purses were emptied for the raffle.

Racing to save lives

Nothing new in racing to save lives, you might say, lifeboat crews do that every day of the year. True – but on this occasion the races were four-legged ones! On 6 October 1994 Haydock Park racecourse was the setting for the first north west region RNLI Race Day. All proceeds from the event will help fund the rebuilding of Morecambe lifeboat house.

The stakes were high, but the form of the north west region staff fundraising team was excellent. They had a host of ideas aimed at enticing money from the public – selling RNLI gifts, Volvo draw tickets, a grand collection and the winning idea, by several lengths, a megabottle tombola.

Branch and guild volunteers from all over the north west mustered to help out, and race sponsors Tarmac Construction and Volvo, together with many other companies including National Westminster Bank, Eurox Careerwear, Future Garments, Exceed Partnership, Royal Bank of Scotland, Martell, Jones & Brother, Refuge Assurance, Belfast Ferries, Borden Decorative Products and Sika, enjoyed a gala luncheon hosted by Mrs Alison Saunders, chairman of the RNLI fundraising committee. Guest celebrity Francis Lee, chairman of Manchester City football club, conducted an auction which, together with raffle proceeds, raised £1,665.

When the counters had finished a magnificent profit of £15,000 had been realised from a very enjoyable occasion.

Ten days in Tunbridge Wells

The Tunbridge Wells branch had a busy but very profitable ten days in October. The annual Frant coffee morning held by Mrs Joan Pearce raised £823.32 and six days later the branch was presented with a cheque for £1,408 from George Johnstone who had run a tote at his local pub, the Black Horse. The landlord and lady, Roy and Maureen Preston, kindly put on a buffet for the presentation.

Four days later the branch held a buffet lunch for 75 guests at the home of Jean and Ralph Graveney in Langton Green. Two members of the Hastings lifeboat crew were present and guests enjoyed the chance to talk to them and hear first-hand the work of the lifeboat service. Due to the efforts and generosity of those who attended the lunch, just over £1,094 was raised.

At the end of the ten days a final total of £3,325.47 was realised and will go towards the new lifeboat house at Hastings.

20,000 into 60



Mary Taylor, a member of an old 'lifeboat family' in Padstow has, almost singlehandedly, sold £10,000 worth of Volvo raffle tickets. By attending fundraising events and sitting on the quay, come rain or shine, Mary sold 20,000 tickets!

For nearly 60 years she has supported the RNLI and, no matter what the hour, is at the boathouse at every 'shout' to give the crew hot drinks and food on their return. Mary's grandfather and father were long serving coxswains of Padstow lifeboat, her grandfather being awarded

a silver medal in 1911 and her father a bronze medal in 1928. Her own son serves the station as a committee member and his son is growing up steeped in lifeboat lore.

The photograph shows Mary selling her 20,000th raffle ticket to Stan Burgess, chairman of Padstow branch committee. In the background are Mrs Joan Lowe and Mrs Jackie Burgess, respectively chairman and secretary of the ladies' guild. Coxswain Alan Tarby looks on approvingly.

Photo Denys Lowe

Sea boots

Henley on Thames branch's 13th annual car boot sale was its best ever, raising more than £7,000 profit for the Institution.

A fine, bright day in September drew 'booters' to the riverside venue, some of them arriving before dawn! By 8am some 200 boots were in business and the number passed the 350 mark by 10am - with at least 1,000 cars full of bargain hunters parked nearby.

Bubbling tea urns, a popular beer tent and a burger stall working its way through 1,200 burgers in the day were all indications of a very successful event.

Towering success

Jimmy Campbell, author of 'Tower Above All' (reviewed in the Summer 1991 issue) has donated £250 to the RNLI - profits from sales of the book and its supplement 'What's different about Tower Above All' published this year.

A further £36.29 was also donated by Mr Campbell to Blackpool lifeboat station from a 'guess the weight of a cake' competition held at the town's Vintage Fun Expo '94.

Open all hours

Thanks to the generosity of the owner of an empty High Street shop in Ventnor, Isle of Wight, the Ventnor and district branch obtained rent-free premises for a charity shop.

Manned by volunteers and with items donated by the public the shop also presented an excellent outlet for souvenirs, raffle tickets and also tickets for local RNLI events. At the branch AGM in April a cheque for £23,500 was handed over, representing the takings for the 1993/4 financial year.

In Brief

Two splendid cakes baked by Mrs Violet Dunn of Littlehampton raised £275 for the Guernsey Severn lifeboat appeal. After the auction in Guernsey the cakes were donated to Swissville, a centre for socially disadvantaged children.

AN INFORMAL musical evening with a pie and pea supper was greatly enjoyed by the 180 people who attended. Organised by Dinas Powys branch in aid of the Penarth lifeboat appeal, the evening raised £1,000. Entertainment was provided by the musical group Ecumenical Seven.

FOR THE third year running the Castletown and Derbyhaven Motorboat and Yacht Club, based on the Isle of Man, has donated a substantial sum to the RNLI from the proceeds of the Castletown Regatta which they organise. A cheque for £1,000 was presented to Castletown branch by the major sponsors, Royal Life Insurance International and Beauman and Beauman. THE 11th Civil Service, Post Office and British Telecom Lifeboat Fund's half marathon was held in Windsor Great Park in October. The annual event is one of CISPOTEL's greatest fund raising initiatives and over the past ten years has contributed approximately £200,000 towards the lifeboat fund.

A SUNNY day in August drew the crowds to Luccombe Fair in Dorset. Organised by Blandford branch a whole range of fundraising events took place, ranging from a static display of stationary engines to a dog show. A good time was had by all and the branch benefited to the tune of £4,000.

WITH the assistance of the landlord at the Bell Inn, Walsall, a group of caring fundraisers managed to raise £700 in three weeks through raffles of freely donated prizes by customers. The group 'adopted' Holyhead lifeboat some years ago and decided to pay a visit to the crew to give them the money and a Black Country delicacy. As the station did not possess a microwave oven to warm the delicacy, the fundraisers also took a microwave with them, plus the £700.

A TEAM of intrepid ten-pin bowlers took part in an all-night marathon bowl in Hartlepool last September. At midnight Paul Watson, second coxswain of Hartlepool lifeboat opened the bowling and funds were raised by each bowler being sponsored to last the 8-hour night shift. The resultant £1,000 made it all worthwhile.

GUESTS gathered for an epic coffee morning last October. It was the 32nd such morning to be held by Mrs Christine Pickstone and the best yet, with £374.52 being realised for Birmingham branch.

THE OPEN Day held at Ashlett Creek by the Calshot and District branch on 26 June was a resounding success, topping £3,000 for the first time since the event started back in 1970. By the end of the sideshow-, competition-, display- and draw-filled day the final total came to £3,545.50.

Due to the very large number of Fundraising reports which we continue to receive it has been necessary to hold a number over for future issues of THE LIFEBOAT

People and Places

around and about the RNLI

Drawing the crowds

The RNLI's 67th national lottery draw took place at the Institution's Poole headquarters on Monday 31 October 1994 when Miss Millvina Dean, aged 82 and the youngest survivor of the *Titanic* tragedy, drew the winning tickets from the drum.

Miss Dean was just nine weeks old when the ill-fated liner struck an iceberg in the North Atlantic on her maiden voyage in 1912 and sank with great loss of life. Her father went down with the ship but Miss Dean, her mother and two-year-old brother survived.

Supervising the draw was Anthony Oliver, deputy head of fundraising and marketing, and the prize winners were: £2,000 Mrs K. Stewart, Peebles, Scotland.

£1,000 C. Fairfoot, Cranbrook, Kent.

£750 Mrs Bassett, Cirencester, Glos; D.J. Whitney, East Ham, London.

£500 A.D. Owen-Evans, Totnes, Devon.

£250 R. Maine, Wimbledon.

£100 Mrs S. McCready, Plymouth; J. Boyd, Glasgow; K. Harrison, South Wirral; Miss L.A. Forbes-Robertson, St John's Wood, London; R.M. Cumming, Rutland, Leics.

£50 Mr and Mrs J.C. Munn,

Teignmouth, Devon; Mrs H.R. Body, Sidmouth, Devon; Mrs P.A. Harvey, Lincoln; P. Heffernon, Sidcup, Kent; D.J. King, Northampton.

Anthony Oliver, the RNLI's deputy head of fundraising and marketing, reads the winning number on a ticket drawn by Miss Millvina Dean



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:

Abersoch – Crew Member G. Hughes-Jones

Aith – Second coxswain V.A. Gray

Appledore – Shore attendant/assistant winchman E. Wartnaby

Arklow – Crew member M. O'Reilly

Berwick upon Tweed – Second coxswain W.M. Ross, Crew member B.J. Cowan

Isle of Arran – Crew member D.M. Crawford

Kinghorn – Crew member G. Tulloch

Lyme Regis – Crew member T.J. Zair

Mablethorpe – Crew member R.A.

Mayfield

Macduff – Crew member G.J. Philip

New Brighton – Head launcher B.M.

Aves, Launcher F.L. Brereton

Newbiggin – Mechanic R. Dent, Shore helper R. Martin

North Berwick – Crew member E.I.A. Hill

Porthdinllaen – Second coxswain G. Roberts

Ramsgate – Crew member L.A. Goldfinch

Rhyl – Assistant tractor driver J.J. Draper

Scarborough – Assistant mechanic C. Sharp

Selsey – Crew member W. Pledger

Southwold – Crew member S. Borrett

St Marys – Assistant mechanic C.P. Ridsdale

Staithe & Runswick – Crew member S. Porritt

The Mumbles – Crew members H. Mathias, G.R. Wright

Walmer – Crew member A.W. Worwood

Wells – Crew member R.E. Golding

Workington – Mechanic W. Matear

Workington – Mechanic W. Matear

Obituaries

With deep regret we record the following deaths:

SEPTEMBER 1994

John Jenkins, former coxswain of Dun Laoghaire from 1951 to 1966.

Mrs Vera Buckley, souvenir secretary of Marsden ladies' guild since 1986. She served as vice chairman from 1982 to 1986 and was awarded a Silver badge in 1994.

Richard Courage JP DL, president of Brentwood branch since 1983.

OCTOBER 1994

Howard Biggs, honorary secretary and treasurer of Broadstairs branch since 1952 and also box secretary from 1949. He was awarded a Silver badge in 1963, a Gold badge in 1974 and a bar to the Gold badge in 1985. Mr Biggs was appointed an honorary life governor in 1991 in recognition of his service to the branch.

Doctor Dick Rutherford MB, vice chairman of Kirkcudbright lifeboat station branch. Dr Rutherford had been involved with the station since 1956, serving as honorary secretary, honorary medical adviser and committee member. He was awarded a Scottish Council record of thanks in 1973, binoculars in 1974 and a Gold badge in 1986.

NOVEMBER

Ian Brown, former honorary treasurer of North Berwick station branch from 1971 to 1989.

Mrs Barbara Yuille, former honorary treasurer of Biggar ladies' guild from 1970 to 1992. She was awarded a Silver badge in 1983 and a Gold badge in 1994.

Captain Barry Anderson CBE JP DL RN, former honorary secretary of Torbay lifeboat station from 1975 to 1983 and chairman from 1985 to 1990. He was awarded a Silver badge in 1989.

Birthday Honours

The MBE awarded in the Birthday Honours to Mr Albert Brightwell, of the Tilehurst and Purley branch, was for services to the RNLI and not as recorded in the Autumn 1994 issue of THE LIFEBOAT.

Penlee's Memorial Garden

Close to the old lifeboat house on Penlee Point near Mousehole, from which *Solomon Browne* was launched on that wild December night in 1981, never to return, there is a memorial garden. Even now, more than 13 years later, holidaymakers still make their way to the garden to pay their respects to the eight lifeboatmen who lost their lives.

The garden is always in the public eye and needs constant attention. This has been provided through the years and out of the kindness of his heart and without reward by Mousehole resident Graham Plodger. Eight rose bushes were originally supplied by Harry Wheatcroft to commemorate

the eight lives lost and not long ago, when one of the bushes began to wither, a replacement was ordered from Harry Wheatcroft – it arrived free of charge and by return of post.

Dobies' Sales have donated a wide range of perennials to boost the garden's stock. The gardener at the local Mount's Bay School regularly provides cuttings, Mr Hodges at the nursery at Paul contributes regular supplies of bedding plants and other local nursemens, as well as gardeners, residents and visitors have done their bit to make sure the memorial garden continues to do credit to the RNLI and its crews.

On Station

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

INSHORE

Relief – D466 *Phyllis Mary II* on 31 August 1994.

Sunderland – D470 *Landlubber* on 7 September 1994.

Relief – D467 *Kathleen Scadden* on 13 September 1994.

Happisburgh – D468 *Colin Martin* on 13 September 1994.

Relief – D469 *Winifred & Cyril Thorpe* on 6 October 1994.

Burry Port – D472 *Kip & Kath* on 18 October 1994.

Arbroath – D471 *Coachmakers of London* on 19 October 1994.

Minehead – Atlantic 75 B708 on 13 November 1994.

Death of 'Quiet Hero'

September 1994 saw the death at the age of 87 of Hugh Owen of Moelfre, or Hugh Morawelon as he was known. One of the quiet heroes of the lifeboat service Hugh had taken part in three Gold Medal rescues and been awarded three Bronze Medals, all with Moelfre lifeboats. Remarkably his medals spanned the era of pulling and sailing lifeboats and motor lifeboats, the first being in 1927, the year in which he joined the crew, the second in 1959 and the third in 1966

A stonemason by trade and occasional fisherman, Hugh typified the unassuming bravery of the lifeboatman. In his youth he was a member of the lifeboat crew when the only means of power were oar and sail, with all their inherent dangers. During his lifetime he witnessed great developments in lifeboat design and went on to become one of the oldest members of the Moelfre crew.

He was involved in famous rescues in both the old and modern lifeboats. In the age of oar and sail (aboard *Charles and Eliza Laura*) Hugh received his first medal for the famous rescue of *Excel* in 1927, a service also recognised by the Royal Humane Society.

In 1959 he was involved in the rescue of the *Hindlea* crew, and was awarded another Bronze Medal and the prestigious Queen's Silver medal. In 1966 he was awarded his third Bronze medal when the lifeboat was involved in the dramatic *Nafsiporos* rescue.

Hugh Owen retired as second coxswain of the Moelfre lifeboat in 1972.

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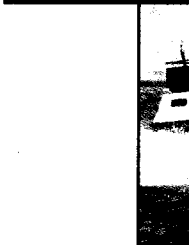
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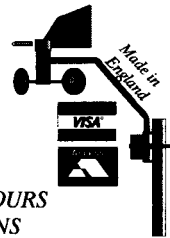
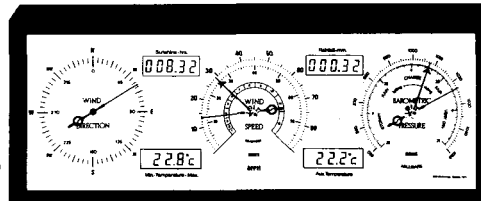
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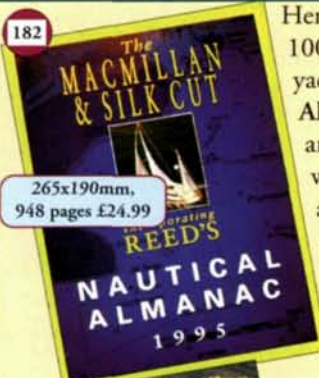
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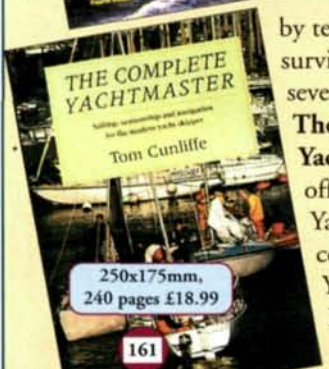
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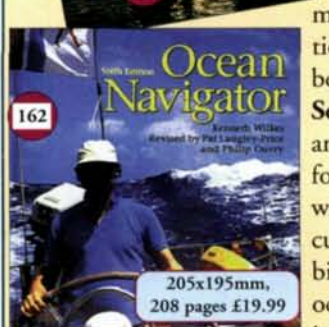
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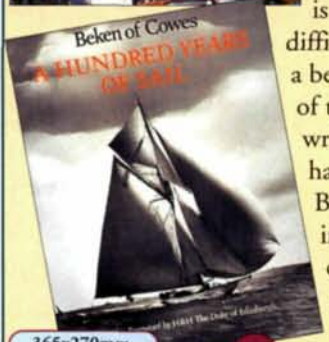
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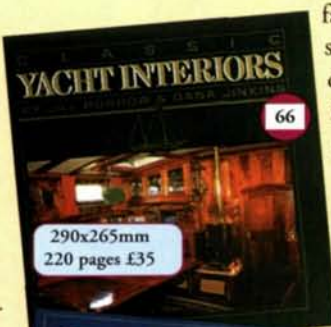
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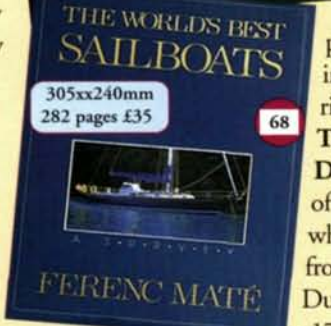
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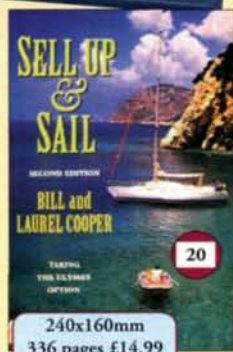
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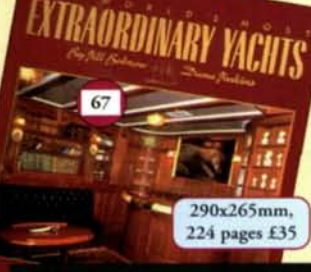
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