

Journal of the  
Royal National Lifeboat Institution

Volume 53 Number 531

# The Lifeboat



**Spring 1995**

International Lifeboat Conference

Silver and Vellum services

Sea Safety Initiative





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



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

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

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As a result more than 1,400 lives were saved.

We certainly think that's something to remember



If you would like more information about leaving a legacy to the RNLI (including our recommended wording), please contact: Mr Anthony Oliver, Dept. CFRL51, RNLI West Quay Road, Poole, Dorset BH15 1HZ.

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# The Lifeboat

Spring 1995

Royal National  
**Lifeboat**  
Institution  
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## COVER PICTURE

by Colin Watson

Clogher Head's Mersey class lifeboat *Doris Bleasdale* punches through a steep sea in nasty conditions on her home patch.

**Next Issue:** The Summer issue of THE LIFEBOAT will appear in July 1995, and news items should be received by 12 May 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 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.

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## Knighthood for RNLI Chairman

The RNLI's chairman became Sir Michael Vernon when he was made a Knight Bachelor in the Queen's New Year Honours list in recognition of his services to the Institution.

Sir Michael joined the RNLI's Committee of Management in 1963, and became a Vice President in 1975, Deputy Chairman in 1980 and Chairman in June 1989.

### NEWSPPOINT

The tragic loss of two crew from the German rescue cruiser *Alfried Krupp* recorded on these pages was the subject of a paper at the recent International Lifeboat Conference, and serves to remind us all that despite great advances in technology the sea is indeed a harsh mistress.

The loss is felt across national borders, reinforcing the International Lifeboat Federation's role in ensuring that information is shared between every nation's lifeboat service – voluntary and state-run. The Conference (reported on page 292) also examined the *Estonia* Ro-Ro ferry disaster, to ensure that lessons learned in the resulting SAR operation can be heeded internationally.

Safety must always be the over-riding consideration, and the RNLI has never shied away from making difficult decisions when they are needed – for there are no second chances at sea.

It is therefore particularly galling that the facts of a recent and well-publicised incident, involving four Cornish lifeboatmen on a fundraising event, were not fully explained by some parts of the media.

A decision – logical, sensible and fully justifiable – was reported in some quarters in a way which lent credence to the old adage of never letting the facts get in the way of a good story.

Fortunately such events are rare, and most of the media reports the RNLI's activities factually, recognising the difficulty of its work, and supporting the whole organisation, for although the crews do not seek publicity media exposure is the lifeblood of fundraising.

## Open days in 1995 at ...

### ... most lifeboat stations

Most of the RNLI's 214 lifeboat stations will be holding an Open Day on Sunday 28 May 1995 – the late May Bank Holiday.

This provides a great opportunity for anyone with an interest in the lifeboat service to visit either their local, or favourite, station to meet the lifeboat crews and examine boats and equipment in detail.

In past years several stations have opened their doors during this Bank Holiday but this is the first year when virtually every station has participated.

Stations which are not opening include Arbroath, Stornaway, Stromness, Thurso and Wick while Rosslare, Rye Harbour, Hastings, Ramsgate and Eastbourne are uncertain.

Lymington will not be opening on 28 May but will be open on Bank Holiday Monday, 29 May instead.

Anyone making a long journey and who would like to check whether a station is open should either call the station direct (telephone number in the local directory) or contact the Public Relations Department at Poole Headquarters on (01202) 671133.

### ...Poole headquarters

Every two years the RNLI headquarters and depot at Poole is thrown open to visitors for two days at the end of July.

This year Open Days will be held on **Friday 28 July** and **Saturday 29 July**, when visitors will be able to see the Institution's latest lifeboats, watch demonstrations and displays and take tours of the headquarters building.

The headquarters building and depot will be open from 10am to 6pm on both Friday and Saturday. RNLI headquarters is close to Poole railway station, and limited car parking is available on site.

Further details will be provided in the Summer issue of *THE LIFEBOAT*, which is published in early July.

### ...and Chatham

The collection of historic lifeboats which was moved to Chatham Historic Dockyard from the now-closed Bristol museum will be open for viewing on several weekends during 1995.

Although the display is far from complete visitors will be able to view up to 14 lifeboats

the No. 4 covered slip at Chatham on the weekends of **27 and 28 May, 24 and 25 June** and **12 and 13 August**. The collection may also be open for viewing on 16 and 17 September, subject to confirmation. Volunteers will be on hand to provide information.

Please note that although the Historic Dockyard will be open throughout the season the lifeboat collection is inaccessible except on the dates given above.

The Historic Dockyard is a magnificent setting for the lifeboats, telling the story of wooden warship construction and the history of the yard.

## The Annual Meetings

A final reminder that the RNLI's Annual General Meeting and Annual Presentation of Awards will be at a new venue in 1995.

Both meetings will be at the **Barbican Hall** in the City of London on **Thursday 18 May**, the AGM starting at 1130 and the APA at 1430.

The AGM is restricted to Governors of the Institution but the APA is open to any interested party. Admission is by ticket only and the last day for applications was 31 March 1995. Tickets are being despatched in early April and any queries should be addressed to the AGM Office at the RNLI's Poole headquarters.

## Jolly good show

The RNLI's stand at January's London International Boat Show proved to be highly successful, in terms of both fundraising and public awareness.

The position of the stand was close to ideal, and sales of souvenirs were up by some 25% on 1994 with the membership receipts also substantially up.

A complete upper

steering position from a Trent class lifeboat was a good crowd-puller, with a 'video wall' showing pictures of heavy seas in front of it realistic enough to test the sealegs!

Several cheques were presented during the show, including £66,000 from the Royal Bank of Scotland, £10,500 from the Forsters and £11,000 in

memory of two yachtsmen murdered in Antigua.

The central stage was used to gain exposure for the launch of the RNLI's 'Safety on the Sea' booklet and for the Public Relations awards. The awards, made for contributions to publicity for the Institution, were presented by Richard Stilgoe.

Two awards went to the BBC, the broadcast media award to '999', and the special group effort award to 'Blue Peter'.

Motor Boat and Yachting took the printed media award and Derek Calderwood, honorary curator of the Grace Darling Museum, the audio-visual and display award.





## German lifeboat tragedy

The coxswain and engineer of the German rescue cruiser *Alfried Krupp* lost their lives on 1 January 1995 when the 28m (92ft) vessel was hit by a sea of such ferocity that she was overwhelmed and capsized. The rescue cruiser was returning to her base on the island of Borkum when the tragedy happened. The wind was gusting up to Hurricane Force 11 at the time, with heavy snow and rain showers, a severe sea and 'an extraordinary ground swell' more than 10m (33ft) high.

## New station at Kyle

The RNLI is to open a new lifeboat station at Kyle of Lochalsh this spring, allocating an Atlantic class inshore lifeboat for one year's evaluation.

The area has seen 101 search and rescue incidents in the last 5 years, of which Portree's Waveney class lifeboat, 19 miles to the north, dealt with 40% while the remainder were covered by local craft.

With Mallaig's Arun 20 miles to the south it was decided that the growing activity in the area warranted a rapid response lifeboat, particularly as the new Skye bridge is likely to increase the number of visitors.

An Atlantic class rigid inflatable was chosen because of the need for a fast response time and also the requirement to cope with strong prevailing winds, large seas and strong tides.

At 2114 GMT she was hit by a ground swell of such size that the 115 tonne-displacement cruiser was knocked off course, overwhelmed and hurled into the trough upside-down – with enough force to push fittings through the superstructure roof. She self-righted but windows were shattered and some 3 tons of water entered the superstructure, putting nearly all of the electrics out of action.

The engineer had been descending from the upper steering position at the time and was lost overboard. The coxswain, strapped into the upper steering position, survived the initial wave but was tragically later swept overboard while rescue attempts were being made by helicopter.

The remaining two crew members, one injured as a result of an earlier service, were inside the wheelhouse or below and survived.

The RNLI extends its sincere condolences to the German lifeboat service and to all those involved.

## Trials... and tribulations?

Rapid technological progress means that new concepts and equipment are constantly coming onto the market, some of which could be of great benefit to the RNLI. The Operations department and the lifeboat crews also feed back reports and suggestions on a regular basis, and it is the task of the Institution's recently-constituted Trials Team constantly to review this flow of products, ideas and suggestions.

Having balanced the potential advantages against weight and complexity they can see whether suitable ideas and equipment can be developed to function reliably and safely in the harsh environment of the lifeboat service.

Some of the projects in hand at the moment are:

- **Night vision equipment** trials have been completed on various items of equipment and a recommendation made. Subject to committee approval it is expected that night vision equipment will be issued to all all-weather lifeboats and some inshore lifeboats, starting during 1995.

- **Controllable pitch propellers (CPPs)** were fitted to the prototype Severn class in early 1995 and are undergoing trials which will last several months. CPPs offer several theoretical advantages in terms of performance and

manoeuvrability, although only thorough trials will show whether these translate into practical and reliable improvements in operational conditions.

- A GPS (Global Positioning System) **satellite navigator** has been developed for inshore lifeboats. Commercially available 'internals' have been adapted for RNLI use with a special weatherproof housing which can be used by gloved crew members while on service. Operation has also been simplified, as these sets will often be used in extreme conditions. Provided trials prove satisfactory these sets should go into production shortly.

- Trials of lightweight **protective helmets** are under way, and around a dozen commercially-available helmets are being used in trials around the coast. Once the most desirable features have been identified by the crews a manufacturer will be asked to produce a new RNLI design incorporating as many of them as possible. This project is closely linked with the investigation into the possibility of built-in radio intercoms for crew members.

And, just to show the wide range of items under review, the team is also involved in the less glamorous tasks of testing crew's wellies and the search for a new slipway grease!



The last rigid inshore lifeboat in RNLI service was the Boston Whaler A513 *Sam and Iris Coles*, pictured in action inside Poole Harbour

## Last of the line leaves Poole

The last of the RNLI's rigid inshore lifeboats was withdrawn from her station at Poole on 28 November 1994, leaving all of the Institution's ILB work in the hands of inflatables or rigid inflatables.

The A class *Sam and Iris Coles*, a 20ft 6in glassfibre Boston Whaler, entered service in 1985 and had been the only surviving rigid ILB since the last of the 18ft 6in McLachlans was withdrawn in April 1988. The Whaler had been retained at Poole because of the nature of Poole's large shallow

harbour, but she had been relieved for maintenance by rigid inflatable Atlantics which had also proved suitable for the area. *Sam and Iris Coles* has been allocated to the inshore lifeboat centre at Cowes where she will be used as a general purpose boat.

Poole's new ILB will be an Atlantic 75, but temporarily the relief fleet Atlantic 21 B548 *Aldershot*, (ex-Hayling Island which will also receive an Atlantic 75 shortly) is housed in the new floating boat-house with its built in slipway.

# International call...

## The RNLI's Head of Public Relations, Edward Wake-Walker, reports from the International Lifeboat Conference in Uruguay

A hundred or so delegates from 26 different countries gathered in Montevideo, Uruguay, for the 17th International Lifeboat Conference, from 12 to 17 February 1995. Much has happened in the four years since the last world gathering in Oslo. Holland is now widely equipped with fast all-weather rigid inflatable boats; the USA has completed extensive coastal evaluation of her new 47ft lifeboat. The RNLI's Severns and Trents have progressed from the drawing board to reality and France is nearing completion of a 160-vessel replacement programme.

Many, many lives have been saved in those four years but inevitably tragedies have also occurred, among them the *Estonia* tragedy and the loss of two German lifeboat crew members.

If anyone needs proof that international co-operation between lifeboat societies is worthwhile, they need look no further than an interlude during the Uruguay conference.

At sea in the blue waters off Punta del Este, where the estuary of the River Plate meets the southern Atlantic three men stand in the bows of a lifeboat. She is a 48ft 6in steel Solent class, built in 1972 and now with 'ADES 12' on her stern. The men are Guillermo Perez Lavagnini, president of the Uruguayan Sea Rescue Association (ADES), Brian Miles, Director of the RNLI and Ray Kipling, his deputy. They are in earnest discussion about when the RNLI will be able to offer for sale Waveney class lifeboats, once they begin to be replaced by the 25-knot Trent.

In the meantime the Uruguayans are giving the RNLI delegation a nostalgic trip aboard an earlier purchase, the one-time Montrose lifeboat, *Lady McRobert*. She, together with another ex-RNLI boat stationed up the Plate at Colonia (a 1956 42ft Watson class, once the Arbroath lifeboat) and two smaller inshore vessels, one up-river from Colonia and one at Montevideo, forms the lifeboat cover for Uruguay.

This first world lifeboat conference to be held in the southern hemisphere opened the eyes of many delegates from the longer-established societies to the way in which countries with few resources and long, sparsely populated coastlines can still offer a life-saving service.

Uruguay, for example, operates on a meagre annual income of US\$ 35,000 yet extolled the advantages of a voluntary system at the conference; Chile was another. They, too, rely entirely upon volunteers and fundraising – and raised eyebrows by announcing that the four boats at Valparaiso were partially funded from the

proceeds of a restaurant and casino they run on the quayside. Disappointment was audible when it was explained that a casino in Chile can merely mean a visitor centre!

So how do you provide lifeboat cover if you cannot afford the sophistication of an RNLI Arun class or a German 28m (92ft) rescue cruiser? Second-hand lifeboats are certainly one solution and Chile is the proud operator of two perfectly-preserved RNLI veterans, one of them the 48ft 6in Ramsgate-type which first saw service at Walton and Frinton in 1928. But they combine the reliability of these sedate ladies with the speed of two rigid inflatables, the larger 13m long, capable of 22 knots, water-jet driven and with lines similar to the modern Dutch RHI lifeboats.

West across the South Pacific in New Zealand or east across the Atlantic in South Africa you will find a similar combination of ex-RNLI craft and home-developed modern designs.

The conference showed considerable interest in a South African 5m (16ft), 30-knot rigid inflatable, developed to meet most of their inshore needs at a reasonable price. Many stations launch through heavy breakers and strong onshore winds and the lifeboat has a flooding compartment for water ballast, to provide extra weight forward when punching through surf.

Australia's Volunteer Coastguard Association relies heavily on its members' privately-owned pleasure boats for search and rescue, although their National Commodore, Graham Clarke, explained that some bases had raised funds to obtain boats specifically for life-saving. Their design varied considerably, and was determined by local conditions and preferences.

Three countries from south of the equator, Peru, Venezuela and Argentina were represented at the conference for the first time, undoubtedly encouraged by the South American venue. The latter two gave comprehensive accounts of their national search and rescue provisions, Venezuela's by the Navy and Argentina's by the Prefectura Naval, similar to the United States' Coast Guard.

### The *Estonia* tragedy

The *Estonia* tragedy of September 1994 over-shadowed the proceedings in the conference hall on the first day. The sinking of the ferry, when 137 people were rescued but 931 were lost, shook the whole world, and none more than three of the countries represented at the conference: *Estonia* herself, Sweden and Finland. The ship went down virtually equidistant from their coasts.

Finland began with a presentation including a haunting recording of the last distress messages from *Estonia*, and video footage of the traumatic task of identifying corpses brought ashore served to remind delegates, if they needed reminding, what a serious business they were in.

The Secretary General of the International Maritime Organisation (IMO), William O'Neil spoke of its initiative to improve the safety of roll-on, roll-off ferries, and mentioned the need to look at ways of managing water should it accidentally enter the car deck, as the risk of it penetrating bow doors can never be absolutely ruled out.

But this was a lifeboat conference, whose main concern was how more people might have been saved after the accident. Sadly, hundreds went down with the ship, so quickly did she



International cooperation in action. RNLI Director Brian Miles (centre) and Deputy Director Ray Kipling (left) discuss the sale of Waveney class lifeboats to Guillermo Perez Lavagnini, the president of the Uruguayan Sea Rescue Association. The venue? An ex-RNLI Solent in Uruguay!



roll over, but some 90 people escaped only to drown or die of cold.

No lifeboats were called to the scene, as *Estonia* sank 50 miles from the nearest shore and rescue co-ordinators considered the conditions and distance too much for those available. The large vessels at the scene experienced the agony of being unable to launch their ship's lifeboats in the atrocious weather, and the lack of small surface vessels to recover people quickly from the water or liferafts was felt by several at the conference to be a significant disadvantage – particularly as the helicopters could only lift people one at a time.

The problem of providing an efficient method of recovering large numbers of people from the water was addressed in a later paper by the US Coast Guard, which has developed an inflatable ramp which can be lowered over a lifeboat's side. However, lifeboats need to be there in the first place

*Estonia's* liferafts caused considerable difficulty. Some survivors in the water could not climb their 3ft freeboard; they frequently capsized in the heavy seas and wind; their underside was painted black and almost invisible from above; and once evacuated they drifted off so there was no way of telling which had already been checked for occupants.

Many lessons can undoubtedly be drawn. Better instruction on evacuation procedures and the correct use of lifejackets, better methods of establishing the exact number of passengers and crew, and better liferaft design are just three improvements sought in a resolution passed by the conference.

The resolution, to be presented to IMO, also asks that emergency warning systems such as GMDSS (Global Maritime Distress and Safety System) be reviewed to ensure that shore-based search and rescue units are launched with the minimum delay. Above all, the ILF is wholly supportive of IMO's initiative to improve the safety of Ro-Ro passenger ferries and is keen to lend its members' experience.

### Lifeboat capsize

Another example of the worst imaginable scenario was recounted by Uwe Klein, director of the German Lifeboat Institution, whose 28m rescue cruiser had capsized on New Year's Day 1995 with the loss of her coxswain and engineer.

The profound effect this story (see News, page 291) had on delegates cannot be overstated, reviving RNLI memories of similar capsize. The two crew members who survived aboard *Alfried Krupp* must be grateful for her self-righting ability, and the accident brought home to all delegates that in the worst conditions, even a 28m vessel is vulnerable to the seas.

Uwe Klein felt there were many lessons to be learned from the experience. All ten means of radio communication aboard went dead soon after the capsize, and better fail-safe systems are required; fittings were ripped from their fastenings on impact and became lethal missiles; two wheelhouse windows were shattered and must be made stronger.

Now, two men will always undertake on-deck tasks in bad weather; lifelines will be used at all times; and lifejacket design will be re-examined, as the coxswain's was torn from him. Future lifejackets may have a personal radio locator beacon fitted.

The common ground occupied by the different lifeboat societies is such that many papers prepared for the conference, and several months before the accident, had a direct bearing upon it. Germany herself addressed a potential design development – sealing the flying bridge. Although originally part of a system to allow a lifeboat to operate in toxic gases, water swamped the upper steering position of *Alfried Krupp* and the Germans feel the enclosed position might have a dual purpose.

The lifeboat was returning from a search for a Dutch lifeboat crew who had been swept overboard and who was lucky to have been found, thanks to the strobe light on his lifejacket, after spending two-and-a-half hours in the sea.

Holland's presentation to the conference on the possible



The South African 5m inshore lifeboat attracted considerable attention at the conference. This cost-effective rigid inflatable has a free-flooding ballast tank forward to keep the bow down in conditions like this.

value of a personal rescue device, designed to calculate its position from a navigation satellite and to transmit a distress signal via a communications satellite, was of great relevance. However there was a feeling that the problem of false alarms experienced with EPIRBs needed to be ironed out before embarking on a new personal one.

Still with personal safety, the RNLI's paper on the development of its new, less bulky lifejacket for all-weather lifeboats was of particular interest to the Germans in view of their re-examination of lifejacket design.

Holland, too, had a story of capsize to relate. On a February morning in 1993 Terschelling's fast Johannes Frederik class was standing by a cargo ship in darkness, a Force 10 and 50ft seas.

The lifeboat was hit by a sea on her port beam and rolled through 160° before coming back upright. Foot straps and hand-holds kept the crew in position. Heading out to sea to clear an area of heavy ground seas the coxswain found himself confronted by a huge approaching sea; his reflex action was to increase speed to break through the crest but the effect was to throw the bow even more to the vertical and the lifeboat pitchpoled, bow over stern.

She righted herself, the crew were unharmed and the engines re-started, although there was some damage to antennae and the flying bridge windshield. This experience has helped to increase Dutch confidence in the all-weather capabilities of this 36-knot, 14m (46ft) rigid inflatable.

Visibility for the man at the helm in heavy seas was another topic for discussion, still closely related to the subject of capsize. It is one of the reasons many modern lifeboats are built with a flying bridge, but a series of accidents in Australia and New Zealand, where vessels have broached and subsequently been capsized by a following sea, have given food for thought to the Royal New Zealand Coastguard Federation.

Lew Robinson, their delegate, found a droll way to make a serious point about a seated helmsman's restricted vision astern. To prove his assertion of a 60° blind spot aft when sitting at the wheel he carried out an ingenious antipodean demonstration. An outsized bush hat placed on the head of a fellow countryman had an unconventional rim – able to record in degrees the point at which a New Zealander could recognise a randomly-drawn card as his colleague brought it stealthily into view from behind. Substitute a 10m breaking sea for the ten of spades and you realise Lew Robinson was not playing his joker just for fun.

The Association for Rescue at Sea, an American organisation which supports sea rescue initiatives in different parts of the world, sponsored a paper on basic seamanship and modern lifeboat technology. Hamish McDonald trains operators of fast rescue craft, and pointed out that sophisticated lifeboats will never compensate for a lack of basic seamanship and a profound understanding of the sea. He argues that there is no such thing as an all-weather vessel, however large or advanced, it is only as invulnerable as its skipper allows it to be.

# Lifeboat Services



## SURVIVORS WALK TO LIFEBOAT

### Fourteen saved from yacht aground on the Goodwin Sands

Both of Ramsgate's lifeboats were called to an incident on the Goodwin Sands on 13 November 1994, when a French sail-training vessel went aground in a WSW gale with 14 people on board. The service led to the RNLI's chief of operations writing to the station to congratulate the helmsman of the inshore lifeboat, Ray Noble, and his crew members Kenneth Crowther and Wayne Goldfinch for their skill and determination during the service.

The yacht, *Southern Star* from Dunkirk, had first grounded at about 1130 but had not reported the fact. It was not until the cross-Channel ferry *Sally Star* passed about half-an-hour later and reported the yacht's dilemma that Dover Coastguard became aware of the situation.

The coastguard immediately asked for the launch of Ramsgate's relief Tyne *Kenneth Thelwall II*. The all-weather lifeboat proceeded to the scene and then asked for the launch of the inshore life-

boat – the Atlantic 21 *Ramsgate Enterprise* – because of the situation.

The yacht was hard aground and it was decided to evacuate 10 of the people on board before making any attempt to tow her off. The survivors were able to walk over the sands to the Atlantic and were then ferried to the Tyne which took them ashore to the safety of Ramsgate Harbour.

On returning to the scene the inshore and all-weather lifeboats decided to attempt to tow *Southern Star* off the sands.



They stood by until the casualty began to refloat on the rising tide and then began the operation. There was very little water around the stranded yacht so the Tyne – which had the required power – could not approach closely. The Atlantic however, although lacking the power, made use of her shallow water capabilities to transfer a tow line. The task was not as simple as it sounds. Working on the windward side of the casualty in gale force winds, severe seas and only one-and-a-half metres of water it took three attempts to get the tow line across. The station's honorary secretary remarked in his report that the success of this operation – without damage to the lifeboat or casualty was due to superb boat handling and skill and determination.

Eventually, and with great difficulty *Southern Star* was pulled into deep water and taken to Ramsgate Harbour.

### Two 'shore boat' services recognised by the RNLI

Actions which save a person's life at sea are often recognised by the Institution whether or not a lifeboat is involved.

Two recent services illustrate the wide variety of cases which come under the category of 'shore boat' rescues.

The first involved Coxswain Francis George of Fishguard lifeboat, whose prompt action and knowledge of first aid undoubtedly saved the life of three fishermen.

Coxswain George was working in the boathouse on 18 November 1994 when a member of the public ran in to say that three people were in the harbour and shouting for help.

Using the boarding boat the coxswain was able to recover the three, young fishermen who had capsized their tender, and bring them ashore for the attention of an ambulance crew. The RNLI's chief of operations wrote to the coxswain expressing his congratulations for his actions and for his first aid.

Similarly on 15 August last year an 86-year-old retired lighthouse keeper, Jim Lavelle, watched an obviously inexperienced man launch a small dinghy from the slipway at Tarbert on the Shannon Estuary.

It was not long before the man realised that the offshore Force 6 was be-

yond his capabilities and he started to shout and wave for help. Telling him to sit down and hang on Mr Lavelle went to the nearby boat club and, with the help of Teddy Griffen they launched one of the club's clinker built dinghies.

The casualty was being swept towards the Tarbert race and with their rescue boat headed into the sea the two men backed down on the casualty.

As he was swept past a moored fishing boat he was able to grab it, but ended up stretched full length between his dinghy and the moored boat. The two men persuaded him to let the dinghy go, and were able to recover him from the water.

They recovered the dinghy to prevent it becoming a hazard and then landed the casualty none the worse for his experience. The RNLI's chairman has written to both men congratulating them on their efforts.



## CASUALTY GROUNDED 500 YARDS OFF BEACH IN SINKING CONDITION

# Three saved from motor ship aground and awash off beach

Whitstable and Sheerness lifeboats were launched after the motor ship *Johnno* broadcast a Mayday on 12 January 1995. The vessel, on passage from the Isle of Grain to Whitstable, had lost her hatch covers in onshore winds touching gale force and had begun to take water. Her skipper was heading for the shore to beach her.

Sheerness' Waveney class lifeboat was first to launch, at 0750, followed shortly by Whitstable's Atlantic 21 at 0759.

The Atlantic was first on the scene, locating the casualty at 0812 some 500 yards off the beach at Leysdown where she had grounded in a sinking condition.

She had lost her hatch covers and was lying with her main decks awash and occasional seas breaking over her fo'c'sle and wheelhouse and accommodation aft. All compartments were flooded except the engine room, and there were fears that the wheelhouse windows might give way at any moment.

Crew member Mike Judge was put aboard the casualty forward in order to shut down the generator and drop the anchors, and was then picked up by the Atlantic and dropped off again by the wheelhouse at 0834 – as the casualty's decks were awash and impassable.

The Sheerness Waveney arrived on the scene at 0926 and the master asked to be evacuated and so Whitstable's Atlantic made three passes to pick up the people aboard *Johnno*. On the first run the mate was taken off and transferred to the Waveney; on the second the master was picked up and transferred; and on the third crew member Mike Judge was brought back aboard.

By 0939 everyone was safely off the

**'the casualty's decks were awash and impassable'**

*Sheerness and Whitstable East Division*



stranded coaster and both lifeboats returned to their stations – the Atlantic making a net recovery at 1040 and the Waveney landing her survivors at Sheerness at 1027.

With seas breaking heavily across *Johnno* crew member Mike Judge can be seen aboard the casualty as Whitstable's Atlantic sheers away with one of the survivors aboard.

*Photo Kent Messenger*

## Three saved by D class as casualty breaks up

A service by Bembridge's D class inshore lifeboat has led to a letter from the Chairman of the Institution congratulating the helmsman and crew members for their courage and teamwork – which resulted in the rescue of three people from a small motor boat aground on Bembridge Ledge.

The lifeboat launched at 2217 on 2 May 1994 in a Force 5 wind which was blowing on to the ledge where the casualty had grounded and could be seen taking considerable punishment. Two large waves hit the lifeboat, but

quick movements by the crew balanced her and prevented a capsize.

Helmsman Alan Attrill then anchored the lifeboat and veered down to the casualty through the breakers. Attempts to pass a line failed so he entered the water and took a line to the casualty, enabling the D class to be pulled towards the motor boat. When she was close enough the three survivors jumped aboard, just before the casualty began to break up.

The two crew members involved were Graeme White and Geoffrey Attrill.

## ESCORT FOR LEAKING VESSEL IN GALE

# Fishing vessel taking water in heavy weather

Aberdeen's Arun class lifeboat was on service for almost seven hours in gale force winds when the fishing vessel *Ceol-na-Mara* sprang a leak some 30 miles from the station.

The Arun, *BP Forties*, was launched at 0430 on 12 February 1995 following reports that the fishing vessel was taking water and in need of assistance.

No Scottish-based helicopters were available, but one had been scrambled from RAF Bulmer.

With the wind from the west at Force 7 to 8 the lifeboat made good time to the casualty's position and arrived there at 0640, just after the helicopter had lowered a pump. At the scene the seas were rough, with a swell more than 5m high.

The additional pump stabilised the situation and *Ceol-na-Mara* was able to head for home under her own power with the lifeboat standing by.

The trip back, into the weather, was slow, and it was three-and-a-half hours later that the lifeboat and casualty arrived in the shelter of Aberdeen harbour.



Aberdeen's Arun class *BP Forties* escorts the fishing vessel *Ceol-na-Mara* into Aberdeen harbour after nearly seven hours at sea in gale force winds.

photo - Jim Ferguson, Aberdeen RNLI



## 'Intent's' rescue efforts...

An RNLI member carried out a daring rescue last October when, in gale force winds, he was able to secure and rescue a casualty... from his narrow boat in the inland waterways port of Langley Mill!

The casualty was the RNLI's Long Eaton branch display tent - which had been erected during a weekend boat rally and which was spending the night apparently safely secured in the basin.

However at 0420 on the Sunday morning a squall struck and the tent decided to emulate a balloon, failed to gain enough height and crashed onto the deck of the narrowboat tug *Frederick II*. Her skipper, awoken by the commotion, emerged to

find the damaged casualty wedged outside his cabin doors and, in the best RNLI tradition, assessed the situation carefully.

His considered opinion was that 'It ain't going nowhere now...' and that the best way to effect a rescue was to call off the operation, wait for daylight - and go back to bed!

The operation was resumed at first light, when with the aid of most of the other narrow boat crews the casualty was recovered, dragged to safety ashore and returned to its slightly embarrassed owners.

Sadly the casualty, which was on its maiden voyage, suffered severe damage and will never fly again.

## From the survivor's viewpoint...

### Medical Evacuation at Islay

Islay's Thames class lifeboat was involved in a relatively routine medivac on 4 August 1994 but, routine or not, this account from one of those on the receiving end of a lifeboat service illustrates the feelings and emotions of those who are waiting for the lifeboat to arrive.

*The experience of my wife and I illustrates the excellent work of the Islay lifeboat, and will for yachtsmen perhaps act as a cautionary tale.*

*On 4 August 1994 we were in our pre-war 33ft yawl, at anchor in Plod Sgeiran at the southeast corner of Islay. We had sailed across from Ireland the day before.*

*My wife was starting to get dressed in cramped conditions, sitting on a low bunk, when I heard a yelp of pain. As she pulled on her sock a replacement hip fitted four years ago became dislocated and she was in acute pain. Our unskilled efforts to get the joint back in failed.*

*The nearest house was some distance away, and anyway I could not have left her to go for help. At 0845 I called Belfast Coastguard on VHF, as reception is much clearer than towards Clyde, to which Belfast in due course transferred me - with the help of a yacht lying at Gigha as relay.*

*Islay's deputy launching authority, Alasdair Urquart at Port Askaig, about 10 miles from where we lay, had his crew ready in minutes but decided they should wait for a doctor.*

*At 1011 the orange deckhouse of the Islay lifeboat appeared over the rocks - one of the more welcome sights of my life.*

*Thomas Johnston at the helm threaded her through the shallows and came alongside. The crew (Iain Spears, Alasdair Barker, Dugald Ferguson and David Rounce) made fast and helped to make my wife comfortable with hot water bottles and blankets. Their presence was most comforting.*

*At 1115 Dr Jean Knowles came to the nearest landing point at Knock Bay and was collected by inflatable. She gave my wife an injection and arranged by radio for an air ambulance to take her to Glasgow. Tom decided to tow us to Port Ellen and take her ashore there - direct from our cabin, a very wise move.*

*An ambulance was at the quay and the paramedics got my wife onto a Robinson stretcher and manoeuvred her sideways through the main hatch as it was too wide to go out flat.*

*An hour and a half later she was in hospital and the hip was back in that evening. The lifeboat crew kindly put the yacht on a mooring and looked after her until I returned some days later.*

*Our feelings still are of greatest gratitude for the technical competence and human kindness of the Islay crew, Coastguards, doctors and all who helped.*

*Afterwards there were a lot of thanks to be written - as well as something which casualties do not always remember, a voluntary contribution to the station funds to cover, as a minimum, fuel and crew costs for the service.*



## NINE MEN IN THE SEA AS BOAT SINKS IN 30 SECONDS

# Lifeboat crew member in sea as fishing vessel sinks suddenly

Frank Horne, a crew member aboard Peel's Mersey class lifeboat *Ruby Clery*, has been awarded the Thanks of the Institution on Vellum following a service to a sinking fishing vessel on 17 October 1994.

In his report on the service Andrew Clift, the deputy inspector of lifeboats for Ireland division (which includes stations on the Isle of Man) remarked on crew member Horne's courage in boarding the sinking casualty and for the personal risks taken while on board and helping three men from a very dangerous position just 30 seconds before the vessel sank.

*Ruby Clery* had been launched at 1114 after reports that the fishing vessel *Three Sisters* with three crew members aboard was sinking 20 miles north west of Peel.

An RAF helicopter was first on the scene, and the winch-man was put aboard the casualty with a salvage pump. HMS *Blackwater* was the next vessel to arrive and she put another four men and more pumps aboard. Another RAF helicopter arrived a short while later and landed her winch-man aboard *Three Sisters*. One of the fishing vessel's crew of three was taken off and put aboard HMS *Blackwater*.

## Drifting

Peel lifeboat arrived at 1306 in a SE Force 5 wind, which although moderating had kicked up a swell more than 6ft high. The fishing boat was by now very low in the water and drifting beam-on to the sea. Of the three pumps on board the casualty only one – in the engine room and tended by the trawler skipper – was working satisfactorily. One had failed to start and the suction hose of the third was continually being blocked by debris in the fish hold.

After circling the casualty, Coxswain Eames decided to put crewman Frank Horne aboard *Three Sisters* to assess the situation and help with communications. Crewman Horne is a professional fisherman and was familiar with the Peel-based casualty and her crew. Coxswain Eames approached the casualty's stern and successfully transferred Crewman Horne – wearing a dry suit and lifejacket – at the first attempt.

To reduce the casualty's motion, and so help keep the suction hose in the fish hold free of debris, the lifeboat passed a tow and cautiously started to bring *Three Sisters* head-to-sea. But suddenly, at 1321,

## Thanks on Vellum

the fishing boat rolled onto her starboard side and started to sink by the stern. Coxswain Eames immediately gave the order to cut the tow line.

Crew member Horne had been partly in the fish hold helping to keep the pump suction hose clear but managed to scramble up to the port rail, noticing that three men were now trapped on the lower, starboard side and unable to climb up to the port rail because of the large list and the 6ft seas. There was a real danger of them being sucked into the fish hold or

Peel  
Ireland  
Division



being trapped in the rigging as the boat sank.

Crew Member Horne was able to help to pull them to safety, and all nine men now on board the casualty (the two helicopter winch-men, four naval personnel, one lifeboatman and two survivors) jumped in to the water. *Three Sisters* sank within about 30 seconds and the men in the water were picked up by inflatables from HMS *Blackwater*.

Crew member Horne was put back aboard the lifeboat with the three survivors, who were given dry clothing and treated for shock and hypothermia, while the two winch-men were returned to their respective aircraft and the lifeboat headed back to station.

A dramatic view of *Three Sisters* seconds before she sank. Crew member Frank Horne's white helmet can be seen in the centre of the group in the sea as the Navy inflatable closes in to pick them up. Photo RAF Valley







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## Silver Medal and four Thanks on Vellum for service to Russian ship

Lerwick lifeboat's service to the Russian fish factory ship *Pionersk*, recounted in the Winter 1994/5 issue of *THE LIFEBOAT*, has been recognised by the award of a Silver Medal for Gallantry to the coxswain, Hewitt Clark, and The Thanks of The Institution on Vellum to Second Coxswain Peter Thompson and crew members Ian Fraser, Ian Tulloch, Robert Wiseman and Richard Simpson.

Coxswain Clark took the Arun class lifeboat *Soldian* alongside the casualty more than 70 times in atrocious conditions with winds up to Storm Force 10, and often less than 20ft from sheer cliffs. Her crew were working on deck in total darkness and subjected to leaking bunker oil and ammonia gas. Despite the conditions 67 Russian seamen were plucked to safety.

Just four days later *Soldian* and her crew were back in action in another service which led to the award of another Thanks on Vellum...

Lerwick  
Scotland  
Division



### NETS AROUND CASUALTY'S PROPELLERS AND RUDDER

## Three saved from disabled fishing vessel in gale and severe seas

Lerwick lifeboat left her moorings at 0500 on Friday 4 November 1994, a little over ten minutes after first hearing from Shetland coast-guard that the fishing vessel *Achilles* had fouled her propeller and was drifting in heavy seas 23 miles ESE of Bard Head.

With visibility between two and three miles and a SE Force 8 gale creating a rough sea and steep swell in Bressay Sound the lifeboat cleared Bard Head and set course for the casualty.

#### Trough

The seas increased, with waves now well over 30ft high and, at approximately 0545, with the wind gusting to 50 knots the lifeboat fell into a particularly deep trough – the force of the impact sheering the after generator mountings and snapping the satellite navigator aerial.

The generator was secured and the lifeboat continued, making 14 knots into the very rough head seas, until contact was made with the casualty and 20 minutes later, at 0650, *Achilles* was sighted. She was lying beam-on to the seas and rolling so heavily that her keel could be seen.

Coxswain Clark advised the skipper that he would try to take the vessel in tow, and manoeuvred into position off her bow. A very long tow line was passed to reduce snatching, with a car tyre in the line to provide even more 'give'. By 0725 the tow was connected, the strain taken and at 0755 the tow was under way.

### Thanks on Vellum

With the sea now astern, Coxswain Clark decided to tow the casualty to the northerly entrance to Bressay Sound, but at 0805 a particularly large wave from the port quarter laid the lifeboat nearly on her beam ends. The tow parted as the car tyre was torn apart.

As the tow had parted at the casualty end, the entire length of the lifeboat's line and also the line provided by *Achilles* had to be recovered by the lifeboat. The severe seas meant that the tow could not be recovered over the stern and the only option was to bring the lifeboat head-to-sea so that the capstan could be used to help recover it.

#### Pitching

Careful and precise use of power and helm was needed as the coxswain kept the lifeboat head-to-sea, coming slowly ahead when needed to help recover the great length of line. Conditions on deck were very difficult, with the lifeboat pitching heavily in the head seas which were now some 50ft high. Often the crew could only hang on as the lifeboat lurched violently and their progress was halted.

In the steep seas the casualty could not be seen for most of the time while the tow was gradually retrieved, but at 0850 the line was finally passed back to *Achilles* and recon-

nected using a stouter tyre. At 0900 the tow was again underway.

Only five and a half knots could be maintained and it was not until 1225 that *Soldian* reported being two miles from the Outer Score. Sea conditions had moderated slightly but the coxswain decided to delay shortening the tow until in more sheltered waters.

*Achilles* steering ability was limited, as the nets which had fouled her propeller were also around her rudder, but she was threaded safely through the maze of some 70 Klondikers anchored in the northern approaches to the Bressay Sound and by 1330 she entered the harbour.

#### Alongside

*Achilles* could not be brought up alongside the lifeboat for a more controllable alongside tow because of the nets and fishing gear still trailing over her side. Coxswain Clark had to keep her astern and bring her into the Inner Harbour on a shortened tow. He used the force of the wind to push her down on to Fishmarket berth, checking the casualty's headway with the shortened tow and by precise use of the lifeboat's engines.

By 1400 the casualty was safe alongside.

Framed letters of appreciation from the Chairman of the Institution, Sir Michael Vernon, will go to Second Coxswain/Assistant Mechanic Peter Thompson and crew members Ian Fraser, Ian Tulloch, Richard Simpson and John Sinclair for the part they played in the service.

# A stitch in time...

## could save a lifeboat from launching

The RNLI has started an initiative to slow the seemingly inexorable increase in lifeboat launches - by working to prevent incidents occurring in the first place.

Mike Floyd looks at the task facing Sea Safety Liaison Officer Michael Vlasto

The RNLI's traditional role has been as an organisation concerned entirely with search and rescue – and for almost 170 years it has responded to incidents as they have occurred. Yet there has been a growing realisation that prevention is always better than cure, and that the RNLI had built up a fund of experience and knowledge which could surely be of help in promoting safety at sea. Indeed there was already a precedent for a move into a preventative role, as the Institution had installed barometers at lifeboat stations in the last century so that fishermen could have access to the latest weather forecasting techniques available in the days before Shipping Forecasts and Michael Fish!

The RNLI's role – under the terms of its charter – is the 'preservation of life from disaster at sea', and to help prevent a 'disaster' developing in the first place must surely be one of the most effective ways of doing this.

A review of the best statistics available showed that at least 100 lives were being lost at sea each year – despite the best efforts of the RNLI and other search and rescue organisations. A by-product of this review was the realisation that there were no accurate, cohesive statistics for water-related deaths. Various organisations kept their own statistics, in a way which was perfectly adequate for their own purposes. Predictably, different parameters applied and different details were recorded. This too seemed a fruitful field in which the RNLI's quite advanced computer database, expertise and years of experience could be applied, for if the reasons for this loss of life could



Lifeboats will always launch, whatever the weather, but one way of reducing the calls on the service is to identify the reasons for distress calls and to work towards preventing those circumstances from occurring in the first place. This is Dover's Thames class *Rotary Service* in some heavy weather.

be collated and analysed everyone would be in a better position to prevent them in the first place.

Over the years several bodies have been active in the sea safety role, and so the RNLI, while anxious to play its part, was determined that it should not be seen to be charging rough-shod into an arena in which others had been patiently working for some time. What it could see quite clearly at the outset was how it could work with all of them – each to a degree specialising in a particular aspect – and perhaps form the nucleus around which a major, combined effort could be formed.

Thus it was that just over a year ago the RNLI appointed a 'Sea Safety Liaison Officer' to oversee the Institution's role in this preventative work, and to discover what could be achieved by making the Institution's particular reserves of knowledge and ability available.

The man chosen for this demanding role was Michael Vlasto, an experienced ex-merchant navy officer who had already served for 19 years at the Institution's 'sharp end', first as divisional inspector of lifeboats in Scotland, Wales and the North West, and then as the RNLI's training officer. As a bonus he is not inexperienced in the ways of small boats and yachts.

Talking to Michael one begins to realise the enormity of the task he has taken on, to be aware of the patience and tact he has and his commitment to 'getting it right'.



Yachts and pleasure boats represent almost 60% of lifeboat launches, so these were the first target for the RNLI's Sea Safety initiative. Even the most well-found vessel can find herself in trouble, but the aim of the initiative is to help reduce these instances wherever possible.



So, where in this vast arena does he start? There are more than 6,000 lifeboat launches a year and the spread of casualties is huge, from a stranded swimmer, through blown-away inflatables, medivacs, yachts and fishing vessels in distress to commercial calls where hundreds of people are involved.

Michael knows he cannot tackle everything at once and has chosen to start with pleasure boats – which at almost 60% of lifeboat calls is the largest single section of the 'market'.

However the first step was to explore links with other bodies, and then for all concerned to form first a loose-knit coalition and then, finally, a more formal group.

By the end of 1994 this group was a reality, bringing together a multitude of talents under the umbrella title of the 'Sea Safety Liaison Working Group.'

Most aspects of sea safety are now represented, and working alongside the RNLI are the Coastguard Agency (HMCG), who initiate and co-ordinate marine search and rescue and with whom the RNLI obviously already has a particularly close working relationship; the Royal Yachting Association (RYA), the governing body for sailing and motorboating; the Marine Safety Agency (MSA), with its responsibility for all aspects of marine safety; the Royal Life Saving Society (RLSS), which provides lifeguard training and works to prevent loss of life through drowning; and the British Marine Industries Federation (BMIF), the trade body for boat and yacht builders in the UK.

A close liaison is also being forged with the equivalent organisations in the Republic of Ireland to ensure that the initiative reaches all parts of the coast of Britain and Ireland.

In addition to this formidable array close links have also been forged with other bodies with a vested interest in sea safety, including fishermen's federations, diving organisations and other watersports' governing bodies.

The first outside signs of this link-up was the introduction at the 1995 London International Boat Show of a new, free sea safety booklet, called 'Safety on the Sea'. For the first time ever the logos of the six main sea safety organisations appeared together inside the front cover, lending considerable weight to its practical contents. All six members are funding the project and distributing the booklet – which had an initial print run of some 250,000.

One of the major objectives of the initiative is to set up a national database for sea-related emergencies (to be known as SEAREM), because at present statistical data is held in various formats at different

locations. A National Database Working Group has been set up so that it will be possible to collate the vast majority of incident statistics and produce definitive information from the present fragmented records. Once this is analysed it should be possible to identify trends and causes more effectively, so that all of the organisations involved can target their resources where they will be most effective.

This improved information will also help the RNLI's continuous review of its lifeboat cover and ensure that the Institution reacts appropriately to changes in casualty patterns such as changes in fishing strategies, marina developments and so on.

Other projects under way at the moment include the production of videos on various topics – including first aid for yachtsmen, in conjunction with the RYA. This video will incorporate lessons learned by lifeboat crews carrying out first aid during services.

The use of Electronic Position Indicating Radio Beacons (EPIRBs) and Search and Rescue Radar Transponders (SARTs) are being considered for future videos.

In the longer term it is intended to hold a series of local seminars, with a panel of representatives from the various organisations involved with sea safety, to promote better liaison, understanding and sea safety awareness among sea users.

The task is an enormous one, but the RNLI, and the other bodies involved, are confident that it will contribute to safety at sea right across the board – and who can doubt that prevention is indeed better than cure.



(Above) One of the illustrations from the booklet *Safety On The Sea*, produced by the RNLI for the Sea Safety Liaison Working Group, comprised of six of the major organisations involved in marine use and safety. Under the cartoon is a list of safety checks to make before setting off. The booklet is free and is being distributed by all six organisations represented in the group.

(left) Heavy weather is not a problem for a well prepared yacht with an experienced crew – but being pooped by a sea like this finds any weakness in the vessel, her equipment and crew. Weymouth's Arun class lifeboat was involved in this service in August 1992.





# Membership News

Governors • Shoreline • Storm Force

## Deeds of Covenant

The sheet of paper which carries your address label for this issue of the journal has advice and guidelines for completing a deed of covenant.

If your address label has the code COV NA, you have already signed a covenant and we are most grateful for this additional support. There is no need to take any action.

However, if your label has a code COV PC, you can ensure that the Royal National Lifeboat Institution receives maximum benefit from your subscription payment simply by completing a deed of covenant.

If you are a UK taxpayer (whether through your salary, pension or savings) you qualify to sign a covenant and this will benefit the RNLI by an extra 33p in the £1.

Once a Deed of Covenant has been processed the RNLI is able to recover from the Revenue the tax which you have already paid on your earnings – at no additional cost to yourself.

Please help us by completing the form. If you have any queries please do not hesitate to contact our Membership Services Office on Poole (01202) 671133.

## Christmas Appeal

During November 1994 members, donors and customers were asked to support the RNLI through a letter from Dave Kennett, the now-retired coxswain of Yarmouth (IoW) lifeboat. A wonderful response was received and more than £415,000 was raised as a result.

Thank you for your most generous support. Dave has sent a personal message to all of those who responded and particularly for the kind wishes he received for his retirement (see 'Your Letters', page 304 of this issue).

## Recruitment

Over 800 members were recruited at January's London Boat Show, a tremendous result. Many existing members also visited the stand to purchase items from the insignia range, or just to say hello. To all those who did, thank you.

New activities are being developed for the recruitment of members this year, to maintain our ever-growing numbers.

## Storm Force Birthday Celebration

Storm Force celebrated its 10th birthday on Wednesday 4 January, appropriately enough at the London International Boat Show where it was first launched.

Two Storm Force members, Jennifer Moss from Liskeard and Richard Chambers from Cannock – both of whom celebrated 10th birthdays at the same time – cut a special cake to mark the occasion.

Ex-'Blue Peter' presenter Anthea Turner, who had earlier opened the Boat Show officially, visited the RNLI stand just as the cake was being cut and was able to join in the fun.

Storm Force now has 21,772 individual members and 126 groups and its own character Stormy Stan and his friend Eric the seagull have delighted the younger members with their exploits, which are now being featured in a strip cartoon in Storm Force News. It is hoped that a major commercial company will 'adopt' Stormy Stan as a character, with further promotion for Storm Force.



Over 30,000 new supporters joined us in 1994, through such diverse means as mailings, radio, press inserts and exhibitions. Our current total of members now stands at 212,000.

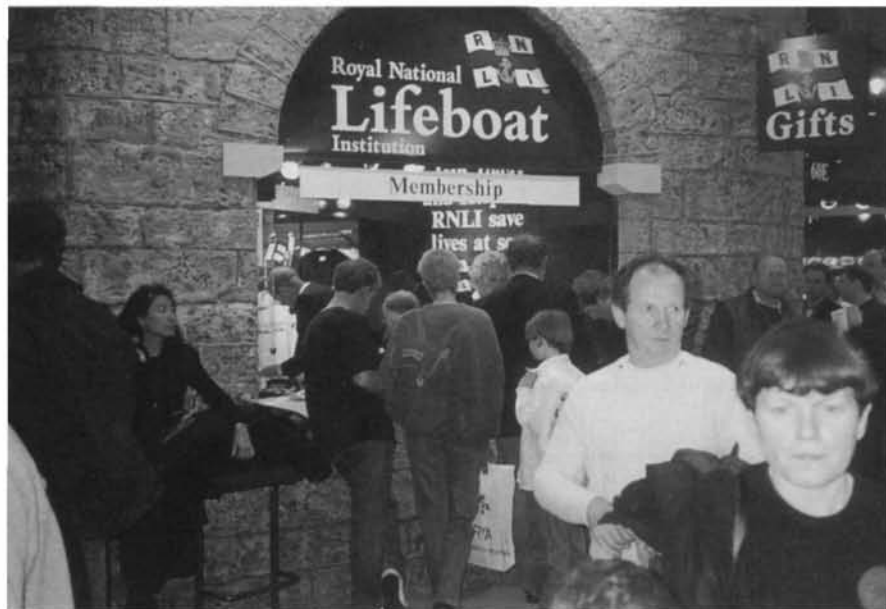
## Station Open Days

We hope that our members will take advantage of the fact that virtually all lifeboat stations will be open on Sunday 28 May 1995. This is the first time that this event has taken place on a national basis and it is marvellous opportunity for you

to meet the lifeboat crews.

If you require any further information please contact your regional office or ring headquarters and ask for Jennifer Bush (ext 2033) who will be pleased to help you.

(Below) The RNLI's stand at the London International Boat Show in January 1995 was a great success, with more than 800 new members joining during the 11 days that the show was open. Many existing members also visited the stand, many of them buying membership insignia and helping to boost the Institution's funds





# B o o k s h e l f

## some recent publications reviewed

### **The History of the Plymouth Lifeboats**

by Jeff Morris  
published by the author at £2.50

The second edition of one of Jeff Morris's comprehensive local lifeboat guides, which brings the history of this particular station up to 1994.

As usual the booklet provides a comprehensive guide to the various personalities, lifeboats and shore facilities which have served this major centre over the years. The first lifeboat was stationed at Plymouth in 1803, when one of the earliest Greathead-type boats arrived, although after a rousing greeting there seems to be no record of her being used for lifesaving work!

As usual technology, in this instance the advent of motor lifeboats, has brought great changes to the area. When Plymouth's first motor lifeboat arrived in 1927 her greater speed and range led to the withdrawal of pulling and sailing boats at the nearby Yealm river, Hope Cove and Looe in 1930. (Looe at least lives on, having been re-established with a D class inshore lifeboat in 1992).

The History of the Plymouth Lifeboats - in the familiar booklet format for the series, but lacking the latest version's colour cover - is available from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB at £2.50 including postage and packing.

### **Norfolk's Lifeboats**

by Roger Wiltshire  
published by S. B. Publications at £6.95  
ISBN 1 85770 054 6

The sub-title of this volume: 'A Portrait in Photographs and Picture Postcards' tells the rest of the story of this A5 landscape format book.

Each of the 100-plus pages carries a well-reproduced photograph and informative caption illustrating a particular aspect of the lifeboat service

### **Boat Engines**

by Dick Hewitt  
published by Fernhurst Books at £11.95  
ISBN 1-898660-04-2

With 'mechanical failure' the largest single cause of lifeboat services to pleasure craft one can only urge all skippers to have a working knowledge of their powerplant and how to repair the most common, and most simple, faults.

Dick Hewitt is an ex-editor of Motor Boat and Yachting magazine - which means that he knows what he is talking about and can put the message across clearly.

This is not a workshop manual; it is a plain language guide to all boat engines (petrol and diesel, inboard and outboard, power boat or sailing boat) and targetted at the non-mechanical sailor as well as the power boat enthusiast.

Generally non-specific it deals with basics, and also with the ancillary systems (electrics, fuel) which are so often the cause of 'machinery failure' - and then a call on channel 16.

### **Another Kind of Courage**

by Norman Franks  
published by Patrick Stephens at £17.99  
ISBN 1-85260-441-7

Barely space here to applaud this detailed account of the war-time work of Lysander and Walrus in rescuing downed pilots. A little heavy-going in places but fascinating.

on the long, low-lying and potentially dangerous coastline.

Each station - some now closed and Caister which now has an independent service - is featured and the photographs take the story through from the early day of sail and oar to today's fast lifeboats.

### **Ocean Cruising on a Budget**

by Anne Hamick  
published by Adlard Coles Nautical at £13.99  
ISBN 0-7136-4069-3

Beware! There are other books urging you to cut loose and sail off into the distance, and telling you 'it's not very expensive' but only Anne Hamick's book actually puts a price on it!

At 1994 prices the author was able to produce adverts for dozens of suitable secondhand yachts from under £9,000 up to £25,000; a list of equipment on her own yacht adding £2,390 (and 40p if you want to be picky) and a based-on-experience figure of £480 a month upkeep and living...

No doubt those who have girdled the world may be able to pick the odd hole or two in this reasonably priced, paperback second edition, but if you're a normal yachting dreamer, or on the verge of departure I very much doubt that you would be able to put this extremely practical book down - except of course for long enough to work out how to keep that £480 a month coming in while you're anchored off a Caribbean beach...

A prize example of a book which should carry an official warning:

#### **'CAUTION**

This book may damage your career.  
Grave danger of enjoying life'

### **Sailing**, a beginner's guide

by David Seidman  
published by Adlard Coles Nautical at £14.99  
ISBN 0-7136-4071-5

There must be as many how-to-sail books as there are writers who sail (and some by those who can do neither) so one approaches any new entries in this overcrowded market with a degree of trepidation.

Pleasant then to be able to give this 200-page soft-back a more than favourable review, recognising a subtly different approach which seems somehow to reflect the author's deep love for the sport and obviously wide knowledge without becoming intolerably stuffy.

There is a difficult to define middle ground when tackling this subject, somewhere between the over-simplified push-this-pull-that approach and the be-whiskered-old-salt style which seeks to introduce the newcomer to making tarred hemp baggy wrinkle before he even knows where the beer cans are stowed.

This is not a sail-in-a-week-end book, nor is it for those with the attention span of a down-market tabloid reader. It is a thoughtful, quite easily assimilated book which is wide-ranging and which slips a great deal of background between the simple facts - leavened with just the right amount of history.

Seamanship is ranked right alongside the simple ability to sail, and a beginner who worked his or her way conscientiously through this volume would be well on the way to knowing his onions.

Although obviously of American origin (betrayed by 'jibes' instead of 'gybes' and some classic US inshore boats and rigs in the illustrations) it has been well 'translated' for the English market - and the charming sketches and informative line drawings are a delight.

Please note that books reviewed on these pages are not available from the RNLI.

Where the books are available only from one source an address will be given in the review. Otherwise readers should contact a good bookseller, quoting the title, publisher and the International Standard Book Number (ISBN).

# Your LETTERS



## Coxswain's Thank-you

Having been persuaded to be involved in the RNLI Christmas Appeal letter, I was overwhelmed with the amazing response – which resulted in donations totalling £400,000.

Several hundred supporters wrote specifically to wish me well in my retirement – which I am now beginning to enjoy.

I am pleased to have this opportunity to thank publicly all those who wrote to me, and hope they will forgive me for not writing individually.

After 27 years with the Yarmouth lifeboat I am just getting used to having undisturbed nights and no responsibility for 20 other crew members. Without them I could not have done the job and equally I am sure they will carry on the work with the same enthusiasm under the leadership of the next coxswain.

**Dave Kennett,**  
ex-coxswain Yarmouth lifeboat

## Calling Collectors

During a recent tour of the east coast we took the time out to visit nine lifeboat stations that were on our route.

Despite the cold and miserable weather we were welcomed at all the stations in true RNLI tradition. Sheringham opened its boathouse just for us. Although we thanked each station I would like to pass on my thanks to each and every station in the country, many of which we have visited.

I am also looking for lifeboat models and memorabilia to bring my collection a bit nearer completion and would be interested in any items, no matter how small. I can be contacted at the address below at any time.

If you could possibly publish my request in the magazine I would be most grateful, if not, could you put me in touch with a fellow collector.

**Jason Whitbread,**  
143 Illingworth Road, Goodwood,  
Leicester LE5 4ET

I collect vintage rowing postcards, engravings, drawings and photos of lifeboats. I am particularly looking for scenes of rescues.

I would appreciate hearing from any other RNLI members who might be able to help me with my collection.

**Alexander Bridge,**  
PO Box 2732, Kennebunkport, Maine  
04046, USA

## Porthleven Dash

With reference to the article entitled 'Dashing home to Porthleven' in the Winter 1994/95 issue.

Some time ago members of the Porthleven Lifeboat Day Committee investigated the possibilities of restoring Porthleven's last lifeboat *Dash* to its former glory. Having visited the boat in Gweek shipyard, it was decided that the many thousands of pounds it would take to restore the boat would be better spent on the present day service, especially as we had been informed that similar boats were housed in Chatham Docks.

Naturally it was a heart-searching decision, but given the financial consideration of the cost of restoration and the cost of upkeep, it was decided to let that part of Porthleven's history go, as it is well documented in photographs and historical facts remaining in the village.

During 1992 charitable status was applied for under the name of Porthleven 2000, a charity formed solely for the purpose of the regeneration of Porthleven.

The current owner of *Dash* is Porthleven 2000 which was responsible for her transportation to Porthleven in September 1994, where she remains open to the elements.

I would ask visitors to Porthleven, especially the patrons of our fundraising lifeboat day, provisionally booked for Saturday 5 August 1995, to remember that money donated to the restoration of *Dash* will go to Porthleven 2000, and not to maintain the lifesaving services of the RNLI.

**Michael Carter,**  
honorary treasurer, Porthleven branch

## Whatever happened to...

I was interested in the letter from Alec Beilby in the Winter issue.

Can any light be shed on the fate of the coxswain and mechanic of the Hythe boat?

As I read it there may have been unfair dismissal at best, with more sinister implications at worst. Can anyone shed more light on this?

**Miles J. Robinson,**  
Ipswich, Suffolk.

## Long Standing Links

Our family interest in the RNLI all began when, as a young soldier, I waded into the sea from the sands east of Dunkirk and was taken aboard the Ramsgate lifeboat and eventually back to England.

Some few years later my late wife became a keen and active member of the Sutton Coldfield ladies' guild. How strange that towns such as Birmingham, Wolverhampton and Sutton Coldfield, so distant from the sea, raise such large sums of money for the Institution.

The latest family interest now centres on our eldest son, an engineer, who has purchased a Liverpool class lifeboat named *Shirley Jean Adye* once based at Caister. This boat is now under temporary cover in his garden in Sutton Coldfield where it is his intention to restore the boat to its original condition and colours.

He has received great encouragement and advice from Caister and from the RNLI drawing office in Poole, but restoration work will take a long time.

As to the future of the boat when all is completed – who knows – it is not suitable for the canals in the Midlands and it will be a long while before the sea reaches Sutton Coldfield! However, rest assured, the boat will be re-launched somewhere, someday.

**Ken Baker,**  
Exmouth.

*Editor's note: This lifeboat was originally ON 906, W. Ross MacArthur of Glasgow in RNLI ownership and was stationed at St Abbs from 1953 to 1964. She was sold out of service in 1968 and purchased by the Caister Volunteer Rescue Service in 1973.*

**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.**



## Dynamic Return

Regarding the 19 RNLI lifeboats which served in Operation Dynamo, the Dunkirk evacuation, your readers may be interested to know that nine of these are currently members of the Association of Dunkirk Little Ships.

We also have in our membership two ex-RNLI lifeboats which were sold out of service prior to 1940 but which were 'taken up' by the Navy and also served at Dunkirk.

Of these eleven former lifeboats, six are planning to join their sister ships of the Association, including the London fire boat *Massey Shaw* in returning to Dunkirk at the end of May this year to commemorate the 55th anniversary of the evacuation.

**Margaret Cormack,**  
honorary secretary ADLS, Uxbridge,  
Middx.

## Older than You Think!

May I correct the statement made by the Editor in his article 'Strait Talking' that Littlestone is a relative newcomer to the ranks of the lifeboat stations in the Straits of Dover. A lifeboat was originally placed at Littlestone in 1861 and a boathouse erected in 1871.

Between 1861 and 1928 a total of 131 lives were saved by Littlestone lifeboats and three crew members received Silver medals for gallantry, tragically four crew members lost their lives on service.

It was decided in 1928 that sufficient cover was provided by the flank stations at Hythe and Dungeness and the Littlestone station was closed.

It is interesting to note that the second coxswain was paid a weekly pension of 10 old pence by the Institution until his death in 1939.

I have many photographic prints of Littlestone lifeboats during the first quarter of this century, including one of my great uncle leading a team of horses pulling the boat on its carriage.

In spite of the gap in service between 1928 and 1966 I feel that Littlestone's record from 1861 should not be overlooked and qualifies it to be regarded as much a veteran as the other stations mentioned.

**E.N. Smith,**  
honorary treasurer, Littlestone lifeboat station

*Editor's Note: Our apologies for depriving Littlestone of so much of its history. The date given in the article, 1966, was the year of re-establishment with an inshore lifeboat.*

## Under Tow

Further to the interesting letters in recent issues I thought readers might be interested to see the enclosed photograph taken on 1 June 1940 from *HMS Thrifty* a minesweeper in which I was serving en route for Dunkirk, towing three RNLI lifeboats – Southend, Walmer and Hythe.

With regard to the coxswain of the Hythe lifeboat, I understood at the time that his objection to sailing was that whatever the boat contributed to the evacuation, if she were lost it would leave a gap in the service impossible to replace at that time. In a desperate situation this was perhaps not appreciated.

It was ironic that the Hythe lifeboat was stranded and lost, but a great mercy that all the rest returned safely.

**Philip Jull MBE VRD,**  
Solihull, West Midlands.

## Two into Nineteen

With regard to the letter from Mr Beilby in the Winter edition, in which he intimates that in a letter from Jeff Morris in the Autumn edition, Jeff had assumed that 19 RNLI lifeboats, plus RNLI crews went to Dunkirk, I suggest that Mr Beilby reads Jeff's letter once again. At no point was reference made to RNLI crews! He writes only of RNLI lifeboats!

Jeff Morris is a much respected archivist and researcher, also being the author of countless publications on lifeboat history, and any experienced 'lifeboat enthusiast' has long been aware that the only two lifeboats which took part in the Dunkirk evacuation carried their own RNLI crews.

**Denis J. Horgan,**  
Milton Keynes.

## Island Find

Making a detour from the normal route south from Scotland in order to make a pilgrimage to Bamburgh and the Grace Darling Museum, my wife and I also decided to visit the National Trust property of Lindisfarne Castle on nearby Holy Island.

Whilst walking on one of the beaches we observed an old building which, although now being used by a local farmer to store hay, gave the impression of having been a boat-house.

Further examination revealed two plaques, rather the worse for the passage of time and possibly vandalised, but quite clear all the same, one on each side of the large doorway. One plaque depicted what was obviously a lifeboat and on a scroll embedded in beautifully carved oak leaves the letters 'R.N.L.B.I.' the other depicts a crown and on a similar scroll the date '1884'.

I was so impressed with this 'find' that I photographed the building and the plaques. I would also be very interested to hear from anyone who can supply any information as to the history of this old lifeboat station.

**David Herriott,**  
Solihull, West Midlands.

*Editor's note: According to the late Grahame Farr, archivist of the Lifeboat Enthusiasts' Society, the boathouse was built in 1884 to house the island's lifeboat and was in use until a new boathouse and slipway were built for a motor lifeboat in 1924. The station at Lindisfarne was finally closed in 1968. There are further remains of a lifeboat station at the west end of the island where concrete piles are the only remnants of the No. 2 lifeboat house, built in 1908 and closed in 1934.*

(Below) The minesweeper *HMS Thrifty* tows three lifeboats to Dunkirk. They are believed to be Southend, Walmer and Hythe. See Philip Jull's letter 'Under Tow', left.



(Above) The old boathouse on Lindisfarne, and (right) one of the two plaques on either side of the main door. See David Herriott's letter 'Island Find', above.



# Awards to Coxswains, crew members and shore helpers 1994

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

**Aberdeen:** J. A. Graham (Crew Member\* 17.5 years)

**Aberdovey:** A. J. Coghill\* (Crew Member 21 years)

**Abersoch:** G. Hughes-Jones\* (Crew Member 20 years)

**Aldeburgh:** G. R. Burns (Assistant Mechanic 3.5 years, Crew Member 16.5 years, Crew Member\* 8 years); R. G. Burns (Second Coxswain 8.5 years, Crew Member 11.5 years, Crew Member\* 6.5 years); J. W. Churchyard (Coxswain 8.5 years, Second Coxswain 2.5 years, Crew Member 19.5 years); J. Harling (Crew Member 20.5 years); D. Meadows (Crew Member 6 years, Crew Member\* 12 years); C. Smith (Crew Member 27.5 years); M. H. Smith (Crew Member, Tractor Driver and Tractor Driver Helper for a total of 38.5 years)

**Amble:** G. Easton (Mechanic 24.5 years, Crew Member\* 2.5 years, Mechanic Southend-on-Sea 2.5 years, Crew Member\* Southend-on-Sea 2.5 years, Reserve Mechanic 1.5 years)

**Anstruther:** Dr C. N. Brittain (Crew Member 16.5 years); P. I. Murray MBE. (Coxswain 19 years, Second Coxswain 1 year, Bowman 7 years, Crew Member 5 years)

**Appledore:** D. W. Cox (Coxswain 23.5 years, Second Coxswain 2 years, Crew Member 7.5 years, Crew Member\* 12 years); S. D. Ford (Head Launcher 19 years, Crew Member 3 years); E. Wartnaby (Crew Member 16 years, Crew Member\* 14 years, Shore Helper 3.5 years, Assistant Winchman/Shore Attendant 1 year)

**Arbroath:** B. Bruce (Coxswain 3 years, Second Coxswain 14.5 years, Crew Member 14 years); A. Matthewson (Crew Member\* 10.5 years) Arklow: S. Dixon (Coxswain 8 years, Second Coxswain 6.5 years, Crew Member 23.5 years); M. O'Reilly (Crew Member 36 years)

**Arran** (Lamlash): D. M. Crawford\* (Crew Member 21 years)

**Bangor:** R. W. Mulholland\* (Crew Mem-

ber 18 years)

**Barrow:** P. G. Cochrane (Crew Member 20.5 years, Crew Member\* 20.5 years, Shore Helper 4 years)

**Barmouth:** A. G. Jeffs (Crew Member 21.5 years, Crew Member\* 17.5 years)

**Beaumaris:** J. P. Kopyto (Assistant Mechanic 2.5 years, Crew Member 12 years, Crew Member\* 16 years); M. Witkowski (Crew Member 23 years, Crew Member\* 21.5 years); S. Zalot (Crew Member 26 years, Crew Member\* 22.5 years)

**Bembridge:** A. Henley MBE. (Coxswain 9 years, Second Coxswain 9 years, Assistant Mechanic 6.5 years, Crew Member 12.5 years, Crew Member\* 20 years)

**Berwick-upon-Tweed:** J. A. Crombie\* (Crew Member 15.5 years)

**Blackpool:** A. Parr\* (Crew Member 20 years, Shore Helper 4 years)

**Borth:** E. Lewis\* (Crew Member 19.5 years)

**Bude:** K. Marshall\* (Crew Member 10 years)

**Burry Port:** S. B. Matthews\* (Crew Member 13 years); D. Peek\* (Crew Member 13.5 years)

**Calshot:** N. M. Macdonald (Coxswain/Mechanic 1.5 years, Second Coxswain/Mechanic 1 year, Assistant Second Coxswain/Mechanic 5.5 years, Mechanic 3.5 years, Crew Member 2 years)

**Campbeltown:** I. McGlashan (Crew Member 13.5 years)

**Cardigan:** R. L. Evans\* (Posthumous – Crew Member 10.5 years, Shore Helper 12 years); L. P. James\* (Crew Member 14 years); T. M. Nugent\* (Crew Member 10.5 years); C. T. Sharp\* (Crew Member 16 years, Shore Helper 4 years); J. E. Thomas\* (Crew Member 12 years, Shore Helper 1 year); A. B. Wynn\* (Crew Member 12.5 years)

**Crimdon Dene:** G. Lennard\* (Crew Member 13 years)

**Cromer:** E. Love (Crew Member 19.5 years, Crew Member\* 14 years, Shore Helper 4.5 years); E. R. West (Crew

Member 29.5 years, Crew Member\* 10.5 years)

**Douglas:** R. G. Ash (Crew Member 12.5 years); W. J. Ash (Shore Attendant/Winchman 13 years)

**Dover:** G. I. Buckland (Crew Member 14.5 years, Bronze Medal 1987)

**Dungeness:** P. Reid (Crew Member 10.5 years)

**Dun Laoghaire:** A. Molloy (Mechanic 5 years, Assistant Mechanic 9.5 years, Crew Member 4 years)

**Eastbourne:** J. C. E. Goodwin (Shore Helper 10.5 years); P. S. Metcalfe (Assistant Mechanic 3 years, Crew Member 7 years, Crew Member\* 9.5 years); F. Wakefield (Shore Helper and Deputy Head Launcher for a total of 20.5 years)

**Exmouth:** N. T. Hunt (Crew Member\* 11.5 years) Eyemouth: J. Tarvit (Coxswain/Mechanic 1 year, Second Coxswain/Mechanic 9.5 years, Shore Second Coxswain/Mechanic 9.5 years, Mechanic 1.5 years, Reserve Mechanic 6 months, Assistant Mechanic 7.5 years, Crew Member 5.5 years); A. Young (Shore Attendant 14 years)

**Falmouth:** S. J. Datson (Second Coxswain 2.5 years, Crew Member 9 years, Crew Member\* 11.5 years)

**Filey:** R. P. Hodgson (Crew Member 13.5 years, Crew Member\* 18 years); B. W. Jenkinson (Posthumous) (Second Assistant Mechanic 13 years, Crew Member 10 years)

**Fishguard:** K. Bean (Crew Member 29 years, Shore Helper 2.5 years); H. G. Evans (Crew Member 12.5 years)

**Flamborough:** M. Emmerson (Crew Member 12.5 years); R. Emmerson (Crew Member 14.5 years); S. Emmerson (Crew Member 14.5 years); A. Hall (Crew Member 13.5 years); K. Jewitt (Crew Member 12.5 years); A. Lyne (Crew Member 13.5 years); R. Major (Second Coxswain 5.5 years, Assistant Mechanic 4 years, Mechanic 2.5 years, Crew Member 13 years, Crew Member Humber 1.5 years); N. Robson (Crew



- Member 14 years); R. Sunley BEM. (Assistant Mechanic 11.5 years, Crew Member 12 years, Crew Member\* 6 months); M. S. Traves (Crew Member 13.5 years, Shore Helper 7.5 years)
- Fraserburgh:** J. Sutherland (Second Coxswain 7 years, Crew Member 8.5 years)
- Happisburgh:** N. W. Thompson\* (Crew Member 25 years)
- Helensburgh:** C. Gardiner\* (Crew Member 23 years, Shore Helper 2.5 years)
- Humber:** S. Rollinson (Crew Member 21.5 years)
- Islay:** J. MacTaggart (Crew Member 20 years)
- Kilmore Quay:** W. Culleton (Mechanic 20 years, Assistant Mechanic 6 months, Crew Member 4.5 years, Shore Helper 9 years); J. Hayes (Crew Member 24 years, Shore Helper 2 years)
- Kinghorn:** I. Mackenzie\* (Crew Member 17 years)
- Largs:** W. Anderson\* (Crew Member 14 years)
- Littlehampton:** R. Radford\* (Shore Helper 13.5 years); L. Towse\* (Crew Member 11 years)
- Llandudno:** J. Crawford (Crew Member 8.5 years, Crew Member\* 14.5 years, Assistant Tractor Driver 4 years, Shore Helper 2 years); M. G. Davies MBE. (Coxswain 23 years, Second Coxswain 6 years, Crew Member\* 19 years)
- Longhope:** J. W. Budge MBE. (Coxswain 5.5 years, Crew Member 19.5 years); A. W. Sutherland (Head Launcher 11.5 years, Shore Helper 32 years)
- Lyme Regis:** D. C. Wright\* (Crew Member 15.5 years)
- Lytham St Annes:** W. G. Wignall (Deputy Second Coxswain 6 months, Shore Second Coxswain 3.5 years, Crew Member 4 years, Crew Member\* 15 years)
- Mablethorpe:** A. R. Mayfield\* (Crew Member 20 years)
- Macduff:** G. J. Philip (Crew Member 4 years, Crew Member\* 9 years, Assistant Mechanic Buckie 6 years, Crew Member Buckie 4.5 years)
- Moelfre:** W. J. Roberts MBE. (Coxswain 21.5 years, Crew Member 15.5 years, Crew Member\* 12.5 years, Shore Helper 6 months)
- Mudford:** B. Collins\* (Crew Member 10 years); J. Garton\* (Crew Member 24 years); A. Russell\* (Crew Member 10 years)
- New Quay:** D. W. Evans BEM. (Coxswain 29 years, Second Coxswain 1.5 years, Bowman 2 years, Crew Member 4 years, Crew Member\* 10.5 years, Bronze Medal 1966)
- North Berwick:** T. J. Cunningham\* (Crew Member 24 years); E. I. Hill\* (Crew Member 20.5 years); R. C. Small\* (Crew Member 13 years)
- Padstow:** T. R. England BEM. (Coxswain 15 years, Second Coxswain/Assistant Mechanic 8.5 years, Second Coxswain 3 months, Crew Member 13 years, Silver Medal 1977, Silver Second Service Clasp 1979); W. Tippet (Assistant Mechanic 7.5 years, Crew Member 4 years, Shore Helper 1 year)
- Penlee:** R. Pascoe (Crew Member 12.5 years, Shore Helper 3 years); K. Thomas (Coxswain 10.5 years)
- Plymouth:** B. Bellamy (Assistant Mechanic 2.5 years, Crew Member 12.5 years, Crew Member\* 4.5 years); F. Parker (Crew Member 23 years, Crew Member\* 9.5 years)
- Port Isaac:** R. J. Young\* (Crew Member 19 years)
- Porthdinllaen:** J. I. Griffiths (Crew Member 22 years, Shore Helper 3 years); G. Roberts (Second Coxswain 5 years, Crew Member 16.5 years, Bronze Medal 1976)
- Portrush:** R. F. McMullan (Coxswain 10.5 years, Second Coxswain 6 months, Crew Member 20 years, Shore Helper 2 years)
- Ramsey:** K. A. Crowe (Crew Member 20 years, Shore Helper 2 years); G. Evison (Crew Member 19 years, Shore Helper 3 years); A. G. Gaines (Crew Member 10 years, Shore Helper 2.5 years)
- Redcar:** R. J. Thompson (Crew Member 9 years, Crew Member\* 13 years)
- Rhyl:** C. Dutton (Mechanic 5 years, Assistant Mechanic 1 year, Assistant Tractor Driver 4.5 years, Crew Member 17.5 years, Crew Member\* 12.5 years); G. W. J. Herbert (Crew Member 14.5 years, Crew Member\* 12 years); D. Simmons (Crew Member 14 years, Crew Member\* 20 years)
- Rosslare Harbour:** R. S. McCormack (Coxswain 6.5 years, Second Coxswain 10 years, Crew Member 4.5 years, Bronze Medal 1978)
- Rye Harbour:** K. Robus\* (Crew Member 15 years)
- Salcombe:** J. N. Clift (Crew Member 2 years, Crew Member\* Aberdovey 8 years)
- Scarborough:** S. E. Ogden MBE. (Coxswain 7 years, Second Coxswain 4 years, Crew Member 4 years)
- Skerries:** A. Carroll\* (Crew Member 13 years)
- Southend-on-Sea:** M. A. Fossett\* (Crew Member 8 years, Shore Helper 4.5 years); G. D. Gilson\* (Crew Member 15 years, Shore Helper 3.5 years)
- St Agnes:** R. N. Roberts\* (Crew Member 17 years)
- St Bees:** J. Brannon\* (Crew Member 15 years)
- St Davids:** D. J. O. Chant (Coxswain/Mechanic 6 years, Second Coxswain 1 year, Crew Member 17 years, Bronze Medal 1989)
- St Ives:** J. Tanner (Tractor Driver 22.5 years, Tractor Driver Helper 9.5 years, Shore Helper 8.5 years)
- Stornoway:** W. G. Campbell (Crew Member 10.5 years); A. M. Murray (Crew Member 10 years)
- Sunderland:** J. Cowie (Posthumous) (Second Coxswain 7 years, Crew Member 4 years, Crew Member\* 5.5 years)
- Teesmouth:** H. Aspland (Crew Member 7 years, Shore Helper 11.5 years)
- Tenby:** R. H. Crockford (Crew Member 25 years, Shore Helper 4.5 years)
- The Mumbles:** A. R. Jones (Coxswain 7.5 years, Second Coxswain/Mechanic 9.5 years, Mechanic 6.5 years, Crew Member 14 years, Crew Member\* 21.5 years); B. W. Pass (Crew Member 11 years, Crew Member\* 4 years); R. A. Shute (Crew Member and Assistant Winchman for a total of 18.5 years)
- Tynemouth:** J. S. Norris (Crew Member 31.5 years, Crew Member\* 19 years)
- Walmer:** A. W. Worwood (Crew Member\* 21 years, Tractor Driver 1.5 years, Winchman 13.5 years, Assistant Winchman 10.5 years, Shore Helper 7.5 years)
- Walton and Frinton:** J. M. S. Fletcher (Crew Member 7 years, Head Launcher 8.5 years, Shore Helper 13 years); R. T. Kemp MBE. (Coxswain 8 years, Second Coxswain 3.5 years, Bowman 17 years, Crew Member 6 years, Shore Helper 3 years); B. Ward (Crew Member 20.5 years, Shore Helper 6 years)
- Wells:** S. Parsons (Shore Attendant 29 years)
- West Mersea:** J. Frost\* (Crew Member 26.5 years)
- Weston-super-Mare:** A. C. Blizzard\* (Crew Member 15.5 years); T. J. Morris (Crew Member 6 years, Crew Member\* 26.5 years, Bronze Medal 1975)
- Wick:** J. W. Begg (Second Coxswain 6.5 years, Crew Member 7 years)
- Wicklow:** D. J. De Courcy (Crew Member 10 years); C. Dunne (Crew Member 27.5 years)
- Workington:** J. Reay (Coxswain 5.5 years, Second Coxswain 16.5 years, Crew Member 3.5 years)
- Yarmouth:** R. R. Cooke (Mechanic 15.5 years, Second Assistant Mechanic 5 years, Crew Member 12.5 years, Crew Member\* 13.5 years); K. Hopkins (Crew Member 24.5 years, Crew Member\* 7.5 years); D. G. Kennett (Coxswain 15.5 years, Coxswain/Mechanic 7.5 years, Second Coxswain 2 years, Crew Member 1 year); M. Long (Crew Member 13.5 years)

# LIFEBOAT SERVICES

## **Aberdeen, Grampian**

*D class:* Aug 12

## **Aberdovey, Gwynedd**

*Atlantic 21:* Aug 2, 3 (twice), 7 (twice), 13, 14, 17 (twice), 20, 24, Sept 4, 5 (twice), 11 and 26

## **Abersoch, Gwynedd**

*Relief Atlantic 21:* Aug 4, 17, 23, 28 (five times), Sept 5, 11 and 14 (twice)

## **Aberystwyth, Dyfed**

*Relief Atlantic 21:* Sept 25

*Atlantic 75:* Aug 8, 11 and Oct 15

## **Aith, Shetland**

*52ft Arun ON 1100:* Aug 8

*Relief 52ft Arun ON 1062:* Oct 11 and 20

## **Aldeburgh, Suffolk**

*12m Mersey ON 1193:* Sept 7, 18 and Oct 14

*D class:* Aug 1, 4, 29 and Sept 9 (twice)

## **Alderney, Channel Islands**

*Relief 14m Trent ON 1180:* Aug 17, 29 (twice), Sept 4, 11, 15, 18 and Oct 9

## **Amble, Northumberland**

*44ft Waveney ON 1004:* Aug 6, 14 (three times), 28, 31 (twice), Sept 10, 20 and 28

*D class:* Aug 6, 7, 14 (twice), 19, 28, Sept 10, 20 and 28

## **Angle, Dyfed**

*47ft Tyne ON 1114:* Sept 13, 20 and Oct 9 (twice)

*D class:* Aug 15 and Sept 20

## **Anstruther, Fife**

*12m Mersey ON 1174:* Aug 13, Sept 10 and 26

## **Appledore, North Devon**

*47ft Tyne ON 1140:* Aug 21, 28, Sept 12 (twice), Oct 16 and 30

*Atlantic 21:* Aug 13, 19, 28 (three times), Sept 10, 22, Oct 9 (three times) and 29

## **Arbroath, Tayside**

*12m Mersey ON 1194:* Oct 25 (twice)

*D class:* Oct 25 (twice)

## **Arklow, Co Wicklow**

*44ft Waveney ON 1029:* Aug 2, 6 and Sept 20

## **Arran (Lamlash), Strathclyde**

*C class:* Aug 13, 17, 21 and 23

## **Arranmore, Co Donegal**

*47ft Tyne ON 1111:* Aug 5, 18, 22 (twice), 31, Sept 4 and Oct 19

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

*Atlantic 21:* Sept 6, 15 and 30

## **Ballycotton, Co Cork**

*52ft Arun ON 1067:* Aug 2, 4, 6, 9, 15, 16, 31, Sept 22, 28, Oct 1, 15 and 22

## **Ballyglass, Co Mayo**

*52ft Arun ON 1159:* Sept 7

## **Baltimore, Co Cork**

*47ft Tyne ON 1137:* Aug 15

## **Bangor, Co Down**

*Atlantic 21:* Aug 4, 12, 13, 18, 19, 26, Sept 15 and Oct 30

## **Barmouth, Gwynedd**

*12m Mersey ON 1185:* Aug 17

*D class:* Aug 6, 17, 18, 22 and 25

## **Barra Island, Western Isles**

*52ft Arun ON 1143:* Aug 3 and Sept 20

## **Barrow, Cumbria**

*47ft Tyne ON 1117:* Aug 30, 31, Sept 24 and Oct 15

*D class:* Aug 31 and Oct 23

## **Barry Dock, South Glamorgan**

*52ft Arun ON 1018:* Aug 2, Sept 4, 6, 7, 21, Oct 3, 14, 16, 22 and 23

## **Beaumaris, Gwynedd**

*Relief Atlantic 21:* Aug 1, 6 and 9

*Atlantic 21:* Aug 24, Sept 3, 6, 15, 24, Oct 15 and 22

## **Bembridge, Isle of Wight**

*47ft Tyne ON 1126:* Aug 8, 9, 10 (twice), 20 (twice), 26 (twice), 28, Sept 2, 3, 12 (twice), 23 (twice), Oct 7, 15 (twice), 18 (twice), 19 and 29

*D class:* Aug 20, 26 (twice), 28 (twice), Sept 23 (twice), Oct 8, 9, 15 (twice) and 24

## **Berwick-upon-Tweed, Northumberland**

*12m Mersey ON 1191:* Aug 13 and Oct 17

## **Blackpool, Lancashire**

*Relief D class:* Aug 27, 29, Oct 9 and 14

*D class:* Aug 27, 29, and Oct 14

## **Blyth, Northumberland**

*Relief 44ft Waveney ON 1001:* Aug 3

*44ft Waveney ON 1079:* Aug 31

*D class:* Aug 3 and 29

## **Borth, Dyfed**

*D class:* Aug 2, 7 (three times), 8, Sept 1 and Oct 15

## **Bridlington, Humberside**

*Relief 12m Mersey ON 1184:* Aug 8, 15, Sept 13, 19 and Oct 27

*D class:* Aug 1, 4, 11, 19, 25, 26, 29, Sept 4, 10, 29 and Oct 30

## **Brighton, East Sussex**

*Atlantic 21:* Aug 9 (four times), 11, 13, 14, 15, 19 (twice), 21, 28 (twice), Sept 2, 15, 17, 18, 23, Oct 7, 8 (three times), 12, 17, 19, 21 and 26

*Broughty Ferry (Dundee), Tayside*

*52ft Arun ON 1056:* Aug 10, 28, 31 and Sept 25

*D class:* Aug 28, Sept 6, 9 (twice) and 25

## **Buckie, Grampian**

*52ft Arun ON 1093:* Aug 15, Sept 4 and 21

## **Bude, Cornwall**

*D class:* Sept 4

## **Bundoran, Co Mayo**

*Atlantic 21:* Aug 8, Sept 3, 24 and Oct 17

## **Burnham-on-Crouch, Essex**

*Relief D class:* Aug 9 (twice), 14, 31 (twice) and Sept 27 (twice)

## **Burry Port, Dyfed**

*D class:* Aug 7, 20, 24, 29 (twice), Sept 15 and Oct 14

## **Calshot, Hampshire**

*33ft Brede ON 1104:* Sept 9 (twice), Oct 18, 26 and 28

## **Campbeltown, Strathclyde**

*Relief 52ft Arun ON 1071:* Aug 4

*52ft Arun ON 1059:* Sept 4 and Oct 15 (twice)

## *Relief D class:* Aug 7

## **Cardigan, Dyfed**

*C class:* Aug 11, 13, 14 (twice), 22 (twice), 23 and Sept 22

## **Clacton-on-Sea, Essex**

*Atlantic 21:* Aug 1, 15, 22, 24 and 27

*Relief D class:* Aug 4 (twice) and 12

## **Cleethorpes, Humberside**

*D class:* Aug 6, 13, 14, 20 and Sept 18

## **Clifden, Co Galway**

*C class:* Sept 14 and Oct 30

## **Clogher Head, Co Louth**

*12m Mersey ON 1190:* Sept 4, 12 (twice) and Oct 27

## **Conwy, Gwynedd**

*D class:* Aug 17

*Relief D class:* Oct 9

## **Courtmacsherry Harbour, Co Cork**

*Relief 44ft Waveney ON 1003:* Aug 5

## **Courtown, Co Wexford**

*D class:* Aug 6 (twice) and 9

## **Criccieth, Gwynedd**

*Atlantic 75:* Aug 6, 7, 17, 18, 22, 23, 24, 27 and Sept 14

## **Cromer, Norfolk**

*47ft Tyne ON 1097:* Sept 22 and Oct 9

*D class:* Aug 13, Sept 10 (twice) and Oct 2

## **Cullercoats, Tyne and Wear**

*Atlantic 21:* Aug 3, 7, Sept 5, 7 and 13

*Relief Atlantic 21:* Sept 30

## **Donaghadee, Co Down**

*52ft Arun ON 1107:* Aug 14, 18 and Sept 10 (twice)

## **Douglas, Isle of Man**

*47ft Tyne ON 1147:* Aug 2, 3, 14, 17 and Oct 30 (twice)

## **Dover, Kent**

*50ft Thames ON 1031:* Aug 2, 4 (twice), 10, 12, 25, 28, Sept 2, 8, 9, 12 (three times) and 23

*Relief 52ft Arun ON 1108:* Oct 16 (twice) and 23

## **Dun Laoghaire**

*44ft Waveney ON 1036:* Sept 11, Oct 13 and 15

*D class:* Aug 25 and Oct 8

## **Dunbar, Lothian**

*44ft Waveney ON 1034:* Sept 24

*D class:* Aug 25, 30, Sept 8, 9 and 24

## **Dungeness, Kent**

*12m Mersey ON 1186:* Sept 4, 8, 12, Oct 5, 8 and 30

## **Dunmore East, Co Waterford**

*44ft Waveney ON 1035:* Aug 9, 10, Sept 2, 4 and 11 (twice)

## **Eastbourne, East Sussex**

*12m Mersey ON 1195:* Aug 5, 8, 13 (twice), 16, 19 (twice), 22, 25, 26, 28 (five times), 29 (three times), Sept 4, 23, 24, Oct 15 and 24

*D class:* Aug 8, 13 (twice), 14, 19, 24, 26, 28 (twice), 29, Sept 18, 22 and Oct 2

*Relief D class:* Oct 16 and 24

## **Exmouth, South Devon**

*44ft Waveney ON 1045:* Aug 21, 25, 26, 28, Sept 4, 7, Oct 9 (twice) and 18

*Relief D class:* Aug 9 (twice), 10, 12 (twice), 15, 21 (twice), 25, 26 (twice), 27, 29, 30 (twice), Sept 4, 6, 10 (twice), 20, 22, Oct 3, 9 (twice), 18 and 22

## **Eyemouth, Borders**

*44ft Waveney ON 1026:* Sept 4, 27 and Oct 17

## **Falmouth, Cornwall**

*52ft Arun ON 1058:* Aug 8 (twice), 9 (twice), 15, Sept 2, 3 and Oct 16

*Atlantic 21:* Aug 12 (three times), 23 (twice), 24 (three times), Sept 2, Oct 9 (three times) and 16

## **Fenit, Co Kerry**

*52ft Arun ON 1081:* Oct 8 and 16 (four times)

## **Filey, North Yorkshire**

*12m Mersey ON 1170:* Aug 2, 24, Sept 2 (twice) and 22

*D class:* Aug 2 (three times), 5, Sept 2 (four times)

*Relief D class:* Sept 29

## **Fishguard, Dyfed**

*52ft Arun ON 1076:* Aug 4

*14m Trent ON 1198:* Sept 10, 13 and Oct 10

## **Flamborough, Humberside**

*Atlantic 75:* Aug 1, 2, 3 (twice), 13 (four times), 14, 18, 20 (twice), 23 (twice), 28 (twice), 31 and Sept 3

*Relief Atlantic 75:* Sept 29, Oct 9 and 15

## **Fleetwood, Lancashire**

*47ft Tyne ON 1156:* Aug 5, 6, 14, 15, 27 (three times), 29, Sept 20 and Oct 23

*Relief D class:* Aug 14, 19 (four times), 22, 27 (twice), 29, 30, Sept 11 (twice), 25 and 29

## **Flint, Clwyd**

*D class:* Aug 7, 21 and Sept 4 (twice)

## **Fowey, Cornwall**

*44ft Waveney ON 1028:* Aug 4, Oct 6 and 26

## **Fraserburgh, Grampian**

*Relief 47ft Tyne ON 1122:* Sept 27 and 30

*47ft Tyne ON 1109:* Oct 8

## **Galway Bay, Co Galway**

*52ft Arun ON 1118:* Aug 5, 12, 16 (twice), 20, 31, Oct 3, 21 and 30

## **Girvan, Strathclyde**

*12m Mersey ON 1196:* Sept 13 and 26

## **Great Yarmouth and Gorleston, Norfolk**

*44ft Waveney ON 1065:* Aug 8, 9, Oct 15 and 24

*Relief 44ft Waveney ON 1002:* Aug 23, Sept 6, 7 and 22

*Atlantic 21:* Aug 3 (four times), 9 (twice), 24, 28, Sept 11, 16, 20, 21, 22, 28 and Oct 14

## **Happisburgh, Norfolk**

*D class:* Aug 23, 28, Oct 1 and 9

## **Hartlepool, Cleveland**

*Relief 44ft Waveney ON 1001:* Aug 20 and Sept 14

*Atlantic 21:* Aug 14, 15, 25, 29, Sept 16, 22 and 23

## **Harwich, Essex**

*44ft Waveney ON 1060:* Aug 10,



# August, September and October 1994

Sept 15, 16, 24, 30 and Oct 29  
**Atlantic 21:** Aug 2 (twice), 7, 9, 10 (twice), 15, 21, 27, 29, Sept 8, 9, 24, 27, Oct 9, 17, 21, 25 and 29  
**Hastings, East Sussex**  
 12m Mersey ON 1125: Aug 17, Sept 9 and Oct 15  
**D class:** Aug 9, 10, 15, 18, Sept 9, 23, 27 (twice), Oct 7, 9, 16 and 26  
**Hayling Island, Hampshire**  
 Relief Atlantic 21: Aug 6 (three times), 9, 17 (twice), 24, 28 (three times), Sept 4 (twice), 10, 16, 19 (three times), Oct 3, 13, 15 and 16 (twice)  
**Helensburgh, Strathclyde**  
 Relief Atlantic 21: Aug 13, 19 and 20  
**Atlantic 21:** Sept 3 (twice), 4, 8, 11, 26, Oct 18, 22, 24 and 25  
**Holyhead, Gwynedd**  
 Relief 47ft Tyne ON 1146: Aug 5, 6, 7 (twice), 10, 15, 21, 23, 27, Sept 3, 4, 24, Oct 2 and 9  
**D class:** Aug 7 (twice), 20, 27, Sept 18 and 25  
 Relief D class: Oct 9  
**Horton and Port Eynon, West Glamorgan**  
**D class:** Aug 5 (twice), 7, 8, 14, 23, Sept 11 (twice) and Oct 16  
**Howth, Co Dublin**  
 52ft Arun ON 1113: Aug 5, 10, 28 and Sept 18  
 Relief 52ft Arun ON 1160: Oct 13  
**D class:** Aug 31 and Oct 13  
**Hoylake, Merseyside**  
 12m Mersey ON 1163: Oct 13, 23 and 30  
**Humber, Humberside**  
 52ft Arun ON 1123: Aug 11, 16, 21, 26, Sept 4, 7, Oct 13 and 14  
**Hunstanton, Norfolk**  
 Atlantic 21: Aug 7, 12, 14, 15, Oct 6, 16 and 30  
**Ilfracombe, North Devon**  
 Relief 12m Mersey ON 1162: Aug 26  
 12m Mersey ON 1165: Sept 1 and Oct 24  
 Relief D class: Aug 1, 3, 7, 11, 14, 26 and Sept 1  
**D class:** Sept 17  
**ILC Cowes, Isle of Wight**  
 Relief Atlantic 21s: Aug 18 and 6 Oct (seven times)  
**Invergordon, Highland**  
 Relief 44ft Waveney ON 1006: Sept 12 and 25  
**Islay, Strathclyde**  
 50ft Thames ON 1032: Aug 8, 11, 12 and Sept 3  
**Kilkeel, Co. Down**  
 Atlantic 21: Aug 10, 21, Sept 2, 12 and Oct 1  
**Kilmore Quay, Co Wexford**  
 12m Mersey ON 1187: Aug 3, 9, 12, 25 and Sept 12  
**Kinghorn, Fife**  
 Relief C class: Aug 7, 15, 19, 27, Oct 10, 23 and 26  
**Kirkcudbright, Dumfries and Galloway**  
 Atlantic 21: Aug 14, 17 (twice),

Sept 4, Oct 13 (twice) and 17  
**Largs, Strathclyde**  
 Atlantic 21: Aug 7, 11, 13, 16, 30, Sept 1, 4, 13, 24, 27, Oct 6, 16, 19, 21 and 23  
**Lerwick, Shetland**  
 Relief 52ft Arun ON 1062: Aug 18 and 25  
 52ft Arun ON 1057: Sept 24, 28, Oct 3, 9, 11, 17 and 31  
**Little and Broad Haven, Dyfed**  
 Relief D class: Aug 6, 14, 20, 21, 23, Sept 20, 29, Oct 1 and 16  
**Littlehampton, West Sussex**  
 Relief Atlantic 21: Aug 7 (three times), 8, 14, 17, 19, 21, 22, 23, 27, Sept 1, 8, 10, 25 and Oct 23  
**The Lizard, Cornwall**  
 47ft Tyne ON 1145: Aug 4, 6, 9, Sept 14 and 19  
**Llandudno (Orme's Head), Gwynedd**  
 12m Mersey ON 1164: Aug 6, 26, Sept 25, Oct 1, 22 and 31  
 Relief D class: Aug 6, 8, 27, Sept 5, 12, 25, Oct 1 and 22  
**Lochinver, Highland**  
 52ft Arun ON 1144: Aug 17, 29, Sept 12 and 18  
**Longhope, Orkney**  
 47ft Tyne ON 1138: Oct 29  
**Looe, Cornwall**  
 Relief D class: Aug 1  
**D class:** Aug 12, 15, 16 and Oct 22  
**Lough Swilly (Buncrana), Co Donegal**  
**D class:** Aug 22, Sept 24, Oct 5, 6, 7 and 19  
**Lowestoft, Suffolk**  
 47ft Tyne ON 1132: Oct 3, 4, 9, 17 and 31  
**Lyme Regis, Dorset**  
 Atlantic 21: Aug 3, 5, 6, 11, 16, 23, 26, Sept 4, 7, 17, 18, 21, Oct 2, 3 and 4  
**Lymington, Hampshire**  
 Atlantic 21: Aug 6, 10, 17 (twice), 20, 26, 27, Sept 7, 11 and 12  
**Lytham St Annes, Lancashire**  
 47ft Tyne ON 1155: Aug 2, 4 and Oct 2  
 Relief 47ft Tyne ON 1115: Oct 23 (three times)  
**D class:** Aug 19, 25, Sept 22, Oct 2 and 23  
**Mablethorpe, Lincolnshire**  
**D class:** Aug 26, 29, 30 and Oct 26  
**Macduff, Grampian**  
 Atlantic 21: Aug 28 and Sept 4  
**Mallaig, Highland**  
 52ft Arun ON 1078: Aug 11, 28 (twice), Sept 5 and 9  
**Marazion, Cornwall**  
**D class:** Aug 26, Sept 12 and Oct 31  
**Margate, Kent**  
 12m Mersey ON 1177: Aug 1, 25, Sept 12 and 16  
 Relief 12m Mersey ON 1169: Oct 15 and 30  
**D class:** Aug 7, 8, 9, Sept 7, 9, 10, Oct 1 and 8  
**Minehead, Somerset**  
 Atlantic 21: Aug 6, 7 (twice), 20, Sept 4 and Oct 14

**D class:** Aug 7 and 29  
**Moelfre, Gwynedd**  
 47ft Tyne ON 1116: Aug 7 (four times), 29, Sept 24 (twice), Oct 1 and 31 (twice)  
**D class:** Aug 4, 7 (six times), 13, 23, 25, 26, 28 (four times), 30, Sept 8, 9 and 24  
**Montrose, Tayside**  
 47ft Tyne ON 1152: Sept 8, Oct 13 and 25 (twice)  
**D class:** Sept 8 and Oct 25 (twice)  
**Morecambe, Lancashire**  
**D class:** Aug 12, 13, 14 and Oct 2  
**Mudeford, Dorset**  
 Atlantic 21: Aug 7 (three times), 18, 19, 20 (twice), 21, 23, 26 (twice), 27, 28, Sept 7, 10, 12, 16, 17, 25 (twice), 27, Oct 23 and 30  
**The Mumbles, West Glamorgan**  
 47ft Tyne ON 1096: Aug 9, 14, 22, 30, Sept 21, 23, Oct 12 and 16 (twice)  
**D class:** Aug 16, 29, Sept 2, 5, 14, 16, Oct 6, 13, 15 and 31  
**Newbiggin, Northumberland**  
 Atlantic 21: Aug 4, Sept 5 and 20  
**New Brighton, Merseyside**  
 Relief Atlantic 21: Aug 14 and 19  
 Atlantic 21: Aug 27 (twice), 31, Sept 1, 25, Oct 17, 18 (twice), 20 and 26  
**Newcastle, Co Down**  
 12m Mersey ON 1188: Aug 8, 10, Sept 2, 8, 29, Oct 9, 14, 15 and 17  
**D class:** Aug 4, 29, 31, Sept 8, 10, 29 and Oct 13  
**Newhaven, East Sussex**  
 52ft Arun ON 1106: Aug 13, 14, 22, Sept 1, 9, 12, 17, 20, Oct 9, 15 and 30  
**Newquay, Cornwall**  
**C class:** Aug 1, 19, Sept 2, 6, 18, Oct 6, 9 and 21  
**New Quay, Dyfed**  
 12m Mersey ON 1172: Aug 11, 14 and Sept 5  
**D class:** Aug 6, 9, 19 and 21  
**North Berwick, Lothian**  
**D class:** Sept 10  
**North Kessock, Invernesshire**  
**D class:** Aug 6 and Sept 4  
**North Sunderland, Northumberland**  
 12m Mersey ON 1173: Aug 9, 22, 27, 28 (twice), Sept 2 (twice) and 9  
**D class:** Aug 4, 9, 19, 22, 27, 28, Sept 5 and 7  
**Oban, Strathclyde**  
 33ft Brede ON 1102: Aug 1, 7, 10, 13, 27, Sept 1, 10, 14, 19, Oct 1 (twice), 7, 21, 24 and 30  
**Padstow, Cornwall**  
 47ft Tyne ON 1094: Aug 7, 10 (twice), Sept 3 and 14  
**Peel, Isle of Man**  
 12m Mersey ON 1181: Aug 1, 7, 27, Sept 30, Oct 14 and 17 (twice)  
**Penarth, South Glamorgan**  
**D class:** Aug 1, 3, 9, 22, 28, Sept 18, Oct 9, 14, 16 and 22  
**Penlee, Cornwall**  
 52ft Arun ON 1085: Aug 8 (twice), 26 and Sept 17  
**Peterhead, Grampian**  
 47ft Tyne ON 1127: Aug 31, Sept

26 and Oct 5  
**Plymouth, South Devon**  
 52 ft Arun ON 1136: Aug 2, 7 (6 times), 9, 14, 20, 24, 27, Sept 9, 21, Oct 2, 3 and 22  
**Poole, Dorset**  
 33ft Brede ON 1089: Aug 7 (twice) and 8  
 Relief 44ft Waveney 44-001: Aug 13, 14, 15 (twice), 25, 28, 30 and Sept 2  
 Relief 33ft Brede ON 1090: Sept 8, 9, 16 and 21  
**Boston Whaler:** Aug 6, 7 (twice), 8 (twice), 9 (twice), 10, 14, 15, 16, 18 (four times), 20, 25, Sept 2, 3, 8, 9, 18, 21 (twice), 23, 25, Oct 6, 14, 15, 16 (twice) and 18 (four times)  
**Portaferry, Co Down**  
 Atlantic 75: Aug 1, 7, 8, 9, 17, 27, Sept 14, 17 (three times), 20, 24, Oct 3 and 22  
**Port Erin, Isle of Man**  
 Atlantic 21: Aug 5, 6, 8 and Sept 3  
**Porthcawl, Mid Glamorgan**  
**D class:** Aug 7 (twice), 13 (twice), 17, 19 (three times), 21, Sept 15, 23 (twice), Oct 6, 7, 22 and 26  
**Porthdinllaen, Gwynedd**  
 47ft Tyne ON 1120: Aug 23 (twice), 28, Sept 2, 14, 21 and 25  
**Port Isaac, Cornwall**  
**D class:** Aug 6, 8, 16, 17, 24, Sept 4, Oct 2, 8 and 23  
**Portpatrick, Dumfries and Galloway**  
 47ft Tyne ON 1151: Aug 1, 14, 21, 28, Sept 2 and 6  
**Portree, Isle of Skye**  
 44ft Waveney ON 1042: Aug 4, 17 and Oct 22  
**Portrush, Co Antrim**  
 52ft Arun ON 1070: Aug 13, Sept 3 (twice) and 4  
**D class:** Aug 7 (twice), 12, 14, 25, Sept 5, Oct 16 and 17  
**Portsmouth (Langstone Harbour), Hampshire**  
 Atlantic 21: Aug 7, 11, 22, 28, Sept 8, 24, Oct 2, 14 and 28  
**D class:** Aug 7, Sept 24, Oct 1, 2 and 23  
**Port St Mary, Isle of Man**  
 54ft Arun ON 1051: Aug 1 and 6  
 Relief 52ft Arun ON 1071: Oct 23 and 30  
**D class:** Aug 6 and Sept 14  
**Port Talbot, West Glamorgan**  
**D class:** Aug 9, 21, 22 and Sept 24  
**Pwllheli, Gwynedd**  
 12m Mersey ON 1168: Sept 5, 14 and 25  
**D class:** Aug 4 and Oct 18  
**Queensferry, Lothian**  
 Atlantic 21: Aug 1, 5, 6, 8 (twice), 13, Sept 8, 11, Oct 9 and 22  
**Ramsey, Isle of Man**  
 12m Mersey ON 1171: Aug 1, 7, 21 and 31  
**Ramsgate, Kent**  
 47ft Tyne ON 1154: Aug 1, 9 (twice), 18, 25, Sept 13, 16, Oct 12 and 30  
 14m Trent ON 1197: Oct 16  
 Atlantic 21: Aug 4, 5, 12 (twice), 20,

# LIFEBOAT SERVICES August, September and October 1994 Continued

25, 30, Sept 10, 14, 17, Oct 2 and 12

**Red Bay**, Co Antrim

C class: Aug 21 and Sept 8

**Redcar**, Cleveland

Atlantic 21: Aug 4, 7, Sept 28, Oct 5, 15, 23 and 30 (twice)

D class: Aug 2 and Oct 5

**Rhyl**, Clwyd

12m Mersey ON 1183: Oct 1 and 30

D class: Aug 23, 27 and Oct 24

**Rock**, Cornwall

D class: Aug 2, 5, 10, 11 (twice), 13, 25, Sept 17 (twice), 21, 26, Oct 9 and 24

**Rye Harbour**, East Sussex

C class: Aug 7, 27 (twice), Sept 4, 9, 10 and Oct 2 (twice)

**St Abbs**, Borders

Atlantic 21: Aug 20, 28, Sept 24 and Oct 9

**St Agnes**, Cornwall

D class: Sept 2, 8, 24, Oct 5 and 6

**St Bees**, Cumbria

C class: Sept 10 and 28

**St Catherine**, Channel Islands

Atlantic 21: Aug 6, 18, 28, Sept 2, 11, 17, Oct 5 and 9

**St Davids**, Dyfed

47ft Tyne ON 1139: Aug 21, Sept 20, Oct 2 and 24

**St Helier**, Channel Islands

47ft Tyne ON 1157: Aug 7, 8, 18, 21, 28, Sept 8 (twice), 24, Oct 2, 9 (twice), and 31

**St Ives**, Cornwall

12m Mersey ON 1167: Aug 13, 16, Sept 9 and Oct 5

C class: Aug 8, 13, 14 (twice), Sept 18 and Oct 21

**St Mary's**, Isles of Scilly

Relief 52ft Arun ON 1160: Aug 9, 18, 27 and Sept 14

52ft Arun ON 1073: Oct 12

**St Peter Port**, Channel Islands

52ft Arun ON 1025: Aug 1, 9, 13, 16, 22, Sept 7, 8, 17, 18 (three times), 20, 27, Oct 19 (twice), 20 and 30

**Salcombe**, South Devon

47ft Tyne ON 1130: Aug 5, 10, 17, 21, 24 (twice), 25, 26, Oct 16 and 29

**Scarborough**, North Yorkshire

12m Mersey ON 1175: Aug 8, 12, Sept 20 and Oct 3

D class: Aug 12, 26, 27, Sept 3 and Oct 9

**Selsey**, West Sussex

47ft Tyne ON 1074: Aug 4, 8 (twice), 30, Oct 13, 15 and 16

Relief 47ft Tyne ON 1142: Sept 25 (twice)

D class: Aug 7, 8 (twice), Sept 6, 18, 25, Oct 8 (twice), 10, 15 and 16

**Sennen Cove**, Cornwall

12m Mersey ON 1176: Aug 4 (twice), 8, 9, 20, Sept 9, 11 and Oct 6

D class: Aug 4, 9, 11, 20, 29 and Sept 11

**Sheerness**, Kent

44ft Waveney ON 1027: Aug 6, 7, 8, 27, 28 (twice), Oct 8, 9 and 31

D class: Aug 7, 13, 14, 15, 28, 29, Sept 5, 27, Oct 8, 9, 22 and 31

**Shoreham Harbour**, West Sussex

47ft Tyne ON 1158: Aug 9, 14, 19 (twice), 23, Oct 16 and 17

D class: Aug 3 (twice), 9, 23, 30 (twice), Sept 4, 10, 15, 25, Oct 16 and 17

**Silloth**, Cumbria

Atlantic 21: Aug 20, 21 (three times), Sept 12 and Oct 20

**Skegness**, Lincolnshire

12m Mersey ON 1166: Aug 24, Sept 6, 10 and Oct 16

D class: Aug 1, 2, 4, 5, 15, Oct 7 and 8

**Skerries**, Co Dublin

D class: Aug 25 and Oct 5

**Southend-on-Sea**, Essex

Relief D class: Aug 9, 15 (three times), Oct 9 and 25

D class: Oct 3 and 16

Atlantic 21: Aug 1 (three times), 13, 27 (three times), 28, Sept 11, 22 and 24

Relief Atlantic 21: Oct 3, 17 and 23

**Southwold**, Suffolk

Atlantic 21: Aug 22, 27 (twice) and Sept 7

**Staithe and Runswick**, North Yorkshire

Atlantic 21: Aug 10, 22, 26, 27, Sept 1, 18, 27, 28, 29, Oct 5 and 10

**Stornoway**, (Lewis), Western Isles

52ft Arun ON 1098: Aug 1, 7 (twice), Oct 12 and 17

**Stromness**, Orkney

Relief 52ft Arun ON 1103: Sept 16

**Sunderland**, Tyne and Wear

44ft Waveney ON 1043: Aug 7, 27 and 29

D class: Aug 24 and 26

**Swanage**, Dorset

12m Mersey ON 1182: Aug 7 (three times), 15, 17, 22, 25 (three times), 27, Sept 11, 17 (twice), 25, Oct 1 and 11

D class: Aug 4, 6, 7, 15, 25 (twice), 28 (twice), Sept 11, 17 (twice), 25, Oct 1 and 16

**Teessmouth**, Cleveland

47ft Tyne ON 1110: Sept 29, Oct 10 and 15

**Teignmouth**, Devon

Atlantic 21: Aug 1, 5, 6, 28, Sept 4, 7, 8, 9 (twice), Oct 10, 20 and 31

**Tenby**, Dyfed

47ft Tyne ON 1112: Aug 2, 6, 16, 18, 29, Sept 10, 24, 25, Oct 2 and 18 (twice)

D class: Aug 1, 4, 5, 8, 9 (three times), 23, 27, Sept 9, 10, Oct 2 and 25

**Thurso**, Highland

52ft Arun ON 1149: Aug 9, 15, Sept 1 and 14

**Tighnabruaich**, Strathclyde

C class: Aug 4, 11 and 13

Relief C class: Sept 5 and Oct 16 (twice)

**Tobermory**, Strathclyde

54ft Arun ON 1052: Aug 6, 14 (twice), 19, 25, 28, Sept 15 and Oct 19

**Torbay**, South Devon

Relief 52ft Arun ON 1086: Aug 5, 7, 8, 9, 10, 13, 19, 28, 30, Sept 2, 4, 10, 23, 26, Oct 23 and 26

Relief 44ft Waveney 44-001: Oct 17 (three times), 18 and 23

Relief D class: Aug 8 (twice), 11, 13, 19, 20, 21, 22, 23, 27, Sept 7 (twice), 26, Oct 17 (three times) and 22

**Tramore**, Co Waterford

D class: Aug 1, 3 (twice) and Sept 11

**Trearddur Bay**, Gwynedd

D class: Aug 4, 6, 9 (twice), 15, 17, 21, 23, 25, 30, Sept 1, 14 and 17

Relief D class: Oct 9 and 15

**Troon**, Strathclyde

52ft Arun ON 1134: Aug 13, 16 (twice), 28, Sept 23 and 24 (twice)

**Tynemouth**, Tyne and Wear

52ft Arun ON 1061: Aug 3, 7, Sept 10 and 14

D class: Aug 7, 9, 26, Sept 10 and 28

**Valentia**, Co Kerry

Relief 52ft Arun ON 1150: Aug 7, 22, Sept 7, 11, 14, 27 and Oct 12

**Walmer**, Kent

Atlantic 21: Aug 13, Sept 14 and 15

D class: Aug 3, Sept 14 and 15

**Walton and Frinton**, Essex

47ft Tyne ON 1075: Aug 17, 20, Sept 16, Oct 14 (three times) and 22

**Wells**, Norfolk

12m Mersey ON 1161: Sept 3

**West Kirby**, Merseyside

D class: Aug 7, 9, Sept 20 and Oct 9 (twice)

**West Mersea**, Essex

Atlantic 21: Aug 1, 3, 6, 9 (three times), 15, 17 (three times), 19, 22, 27, 31, Sept 5, 25, Oct 2, 3, 9, 14 (twice) and 17

**Weston-super-Mare**, Avon

Atlantic 21: Aug 7, 11, 16, Sept 21, 22 and 29

D class: Aug 5, 7, 11 and Sept 29

**Weymouth**, Dorset

54ft Arun ON 1049: Aug 3, 7, 8

(twice), 17, 23, 25, 26, 27, 28, Sept 4, 10, 15, 24, Oct 6, 10, 13, 16, 24 and 28

**Whitby**, North Yorkshire

47ft Tyne ON 1131: Aug 7, 10, 27 and Sept 1 (twice)

Relief 47ft Tyne ON 1133: Sept 21 and 27

D class: Aug 7, 10, 12, 23 (twice), 27, Sept 1, 3 and 4

**Whitstable**, Kent

Atlantic 21: Aug 4, 13, 16, 17, 18, 20 (twice), 21, 24 (twice), 28 (three times), Sept 9, 10 (twice), 12, Oct 9, 16 and 22

**Wick**, Highland

47ft Tyne ON 1131: Aug 2, 9, 11, 15, Sept 13 and Oct 8

**Wicklow**, Co Wicklow

47ft Tyne ON 1153: Aug 17

**Withernsea**, Humberside

D class: Aug 21 and Sept 30

**Workington**, Cumbria

47ft Tyne ON 1141: Aug 28 and Oct 25

**Yarmouth**, Isle of Wight

52ft Arun ON 1053: Aug 7 (twice), 10, 16, 19 (twice), 24, 26, 29, Sept 9, 10, 16, 22, 28, Oct 8, 18 and 22

**Youghal**, Co Cork

Atlantic 21: Aug 1

**Lifeboats on Passage**

14m Trent ON 1198: Sept 23

14m Trent ON 1199: Sept 29

14m Trent ON 1197: Oct 9

52ft Arun ON 1113: Oct 15

## Lifeboat Services

The services listed are those for which returns had been received at Headquarters by 15 February 1995. There may be other services for which returns had not been received by that date.

## What and Where ...

The following lifeboats were omitted from the listing of station lifeboats in the Winter 1994/5 issue. An electronic hiccough removed all un-named inshore lifeboats, and also an all-weather lifeboat at one of these stations.

| Station              | Class      | Op. No. | Name   |
|----------------------|------------|---------|--|
| Borth                | inflatable | D344    | -  |
| Bude                 | inflatable | D343    | -  |
| Burnham-on-Crouch    | inflatable | D335    | -  |
| Cardigan             | inflatable | C518    | -  |
| Clifden              | inflatable | C522    | -  |
| Conwy                | inflatable | D346    | -  |
| Horton & Port Eynon  | inflatable | D380    | -  |
| Kinghorn             | inflatable | C514    | -  |
| Little & Broad Haven | inflatable | D347    | -  |
| Lough Swilly         | inflatable | D356    | -  |
| Marazion             | inflatable | D411    | -  |
| New Quay             | Mersey     | 12-15   | Frank and Lena<br>Clifford of<br>Stourbridge |
| Rock                 | inflatable | D339    | -  |
| Rye Harbour          | inflatable | D350    | -  |
| St Bees              | inflatable | C517    | -  |
| St Bees              | inflatable | C515    | -  |
| West Kirby           | inflatable | D332    | -  |



# PAST...AND...PRESENT

## 75 years ago

### *From The Life-Boat of 1920*

The great difficulty in the way of Life-boat launches on flat beaches is the difficulty of the horses. It is becoming increasingly hard to get the use of horses and the men to manage them, and they have frequently to be brought long distances, with consequent delay, and the cost of hiring is rapidly becoming prohibitive. If we can find a mechanical means for launching and get rid of this uncertain element, we shall greatly increase the efficiency, certainty and speed of the Service.

It was with this idea in mind that the Committee of Management decided at its Meeting in January to experiment with a caterpillar tractor... a 35 h.p. Clayton Caterpillar Tractor which had already shown its ability to work over all sorts of land and under any conditions of weather...

We selected Hunstanton for the trials because we should there find every variety of beach. The trials lasted for five days and were a great success...

She was first taken over the flat sandy beach, then over the sand dunes above high water mark, and finally over some rocky ground, during which operation she mounted a rock with a perpendicular face, 1 ft. 10 in. sheer in height, attaining an angle of some 60° from the horizontal, and dropping heavily on reaching the maximum balance on the fore part of her tracks. It was a test calculated to bring out any possible defect in her construction, and to the surprise of us all she did no damage to herself whatever...

We tried a launch and although the tide was flowing fast the carriage was easily pushed into the water until it attained a depth of 2 ft. 6 in. and the tractor 2 ft. 1 in. considered this quite enough for the experiments I had in view and gave the order to launch. Unfortunately however the Coxswain did not share my opinion, and did not slip the pole. This proved unfortunate, as, of course, the tractor had not been adapted for water...with the result that the tractor threw the water with her flywheel over her sparking plugs causing the motor to stop. An immediate attempt was made to restart her, but unsuccessfully, and with the rising tide there was nothing to be done but salve the magneto. This was successful, and the mechanic and the Deputy Surveyor of Machinery were "rescued" from the bonnet of the tractor by the Life-boat. Half-an-hour later the tractor and Life-boat carriage were totally submerged.

*(Editor's note: the tractor was successfully retrieved - by 70 to 80 willing hands at the next low water and restarted - once the cylinders had been emptied of sea water!)*

...the trials at Hunstanton amply proved the value of the tractor on open sandy beaches. They showed that she could move the Life-boat over difficult ground, quickly and surely, and that in order to make her "seaworthy" it is only necessary to arrange for the carburettor and magneto to be arranged in water-tight compartments, for water-tight terminals on the plugs, for a guard to be fitted to the fly-wheel and for the exhaust to be carried above the bonnet. The tractor proved easy to drive. Those of us who were used to cars fell into it at once, while even those who had not driven a motor vehicle before, picked it up very quickly...

## Today's lifeboatwomen

Holly Phillips has been a crew member of Poole lifeboat since October 1994.

Holly's appointment brought the number of serving women crew members to 100 for the first time in the RNLI's history.

Holly has a degree in naval architecture and is currently studying for a PhD. Her university studies have involved research on materials used in the construction of RNLI lifeboats.

She has been closely connected with the sea all her life, and her family's home is just yards from Swanage lifeboat station. She holds a RYA/DoT coastal skipper and yachtmaster offshore navigation ticket and a local boatman's licence for the Swanage area.

Poole lifeboat station is the busiest in the country but this is the first time a woman has been on the crew. Holly says she has been welcomed by the men at the station and they have given her help and encouragement.

*(The first lifeboatwoman joined the Atlantic College crew in South Wales in 1969.)*



## Facts and Figures

Provisional statistics as at 15 February 1995 show that during 1994:

- The RNLI's lifeboats were launched 6,092 times (an average of more than 16 launches a day)
- 1,621 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 54% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 281 lifeboats on station
- To 15 February 1995, 126,796 lives have been saved since the RNLI was founded in 1824.

## Costs

The cost of running the RNLI in 1994 was £56m.

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 |

## Some ways of filling the coffers...



### Drinkers go over the limit!

Publicans and pub customers throughout south east England contributed to a £15,000 donation presented to the RNLI at Margate lifeboat station. Jonathan Neame, director of Kent brewers Shepherd Neame, handed the jumbo cheque to Peter Barker, coxswain of Margate lifeboat. The money will be used to help fund a crewroom extension to the lifeboat station.

The brewers set out to raise £10,000 to mark British Pub Week last June but enthusiastic support from licensees in the brewery's 370 pubs, selling lottery tickets and organising fundraising events, meant the grand total was £5,000 above target.

Pictured are (from left to right) Shepherd Neame director Euan Johnstone, Coxswain Peter Barker, Jonathan Neame and Chris Sandwell, helmsman of Margate's inshore lifeboat.

### Central Campaigns

In addition to the fundraising efforts of RNLI branches and guilds campaigns are also organised through Central Fundraising at Headquarters, usually in conjunction with national companies.

The recent London International Boat Show saw the results of a number of these initiatives: the Working Together campaign with Volvo reached a triumphant conclusion with a further £1m over the last two years for the new Trent class for Great Yarmouth and Gorleston. This campaign is to be replaced by a new promotion on the theme 'Saving Lives'. The RNLI was also represented on the E. P. Barrus stand - importers of the Mariner range of outboards used on many inshore lifeboats - and the Kimberly-Clark/Lledo models of the Tyne class, of which over 70,000 have now been sold, were available from the RNLI's stand near the pool, as were the Membership and Insurance services of the RAC.

Two major new promotions were launched at the Show. The first was with International Paint (part of the Courtauld Group), which is offering to pay 50% of the first year Governor's fee to purchasers of more than £100-worth of their marine products. The second was with Cetrek, manufacturers of a range of marine electronic products, which launched a joint promotion to fund a D class lifeboat.

Much of the graphics on the stand were funded by the computer company Unisys, which will also be using RNLI material in a campaign of their own on the theme of 'Rescue' which will culminate at the Birmingham Boat Show in June.

Also at the London Show the Institution received a cheque for £66,000 from the Royal Bank of Scotland for money raised through its Affinity credit card, bringing the total sum raised to date to £650,000. The Tesco Charity Trust was presented with a scroll of thanks to mark the raising of more than £250,000 in collections at its stores in 1992 and 1994.

An insert in the Winter 1994/5 issue of The Lifeboat announced details of an ambitious new programme called the RNLI/My Garden Challenge 1995. My Garden is a small, high-quality subscription-only magazine, and the promotion will take the form of a national quiz. Organised rapidly to catch the winter trade, the challenge has had some teething problems, but the initial response has been high.

Plans are also in hand for joint promotions with Knorr Soups in the Republic of Ireland and Seven Seas, the vitamin product supplier, through 6,000 UK chemists.

Office Angels have selected the RNLI as their Charity of the Year for 1995. Their business is the supply of temporary secretaries to industry and they have 30,000 temps on their books, working from 50 branches throughout England and Scotland.

There will also be collections in all Safeway stores on 8 July to mark the 10th anniversary of their highly successful employee fundraising campaign, which led to the funding of the Brede class lifeboat at Calshot.

#### Two administrative points.

- The RNLI has been concerned for some time about its inability to do more for Give As You Earn donors. However, they have now been recorded on a new database and an initial letter of thanks, together with a Newsletter will be sent to them shortly. This is a very tax-efficient method of giving, and the Institution is keen to promote the scheme as much as possible.

- Part 2 of the Charities Act came into force at the beginning of March. To protect donors the Act requires much more formal agreements between commercial partners and charities. The penalties for the commercial concerns can be heavy, so please enquire if you are contemplating any joint promotions.

### In Brief

ONE hundred and fifty years service to the Padstow ladies' guild was celebrated at its 50th AGM in January, when three founder members of the guild, Mrs Marjorie Grubb, Mrs Agnes Hawkins and Mrs Kit England, were awarded life membership and special badges in recognition of their long service to the RNLI.

AT A reception for the Provincial Grand Master of the Independent Order of Oddfellows, Heart of England district, held at the Royal Spa Centre, a cheque for £1,000 was presented to the Leamington branch from the Edmonscode Lodge.

REGULARS at the Dulwich Woodhouse public house recently turned out in force to see Radio Jazz FM's disc jockey Mark Sebastian smash a bottle full of coins on behalf of the Lewisham branch. Greater London organiser Alan Ashby was on hand to oversee the counting and organise a raffle, and the total amount raised came to £531.

TWO fundraising events held at Newbiggin lifeboat station over Christmas were well attended. The annual bonfire and firework display raised over £500 and, despite terrible weather, the Christmas fair realised £300.

MRS BRENDA Harris, host of The Lord Kitchener public house in Welling, has adopted the RNLI as her chosen charity for 1995. With the help of Welling branch committee the aim is to raise £11,000 for a D class lifeboat. Dozens of events are planned for the year and a superb race night in January started the ball rolling to the tune of £1,560.



## Right up your street

A plaque commemorating the refurbishment of the 300-year-old Jermyn Street was unveiled last November by Her Royal Highness Princess Michael of Kent, patron of the Jermyn Street Association, which decided to raise money for the RNLI during a day of activities.

An Atlantic 75 and three crew members from West Mersea formed a central feature outside St James' Church and they were joined early in the day by William Fox Pitt, winner of the Burghley horse trials with his horse Chaka.

Barbara Brooks, chairman of the Central London ladies' committee manned an RNLI gift counter in Simpsons and the Bowden Show choir sang sea shanties up and down the street for two hours which had passers-by tapping their feet and digging into their pockets to donate. Special raffle tickets were sold all day and to date £6,000 has been raised.

## The Bear Necessities for Humber Appeal

The RNLI's Humber Appeal to raise £1.35m for a new Severn class lifeboat recently received a large injection of funds from Associated British Ports, who donated £7,500. The donation was the initiative of ABP's Humber ports of Hull, Grimsby and Immingham, and Goole and will sponsor the provision of radar equipment for the new lifeboat.

Members of Leeds Shoreline branch and other local branches and guilds in the area visited Spurn Point recently to present Brian Bevan, coxswain of the Humber lifeboat, with a cheque for £2,450 for the appeal. The Leeds Shoreline branch had raised the money last year at a gala held at Temple Newsam Park in Leeds.

Brian was also the recipient of further cheques amounting to £1,130 presented by Dave Moss, committee member of Spalding branch and Geoff Cromack, secretary of the Spalding model boat club. The branch and club combine every May to raise funds at the town's flower festival – the branch set up stalls to sell souvenirs and the club puts on a show of working model boats – and last year it was decided to support the Humber appeal.

Dave, who is also a member of the club, thought it a nice gesture to present the cheques at Spurn Point and also took the opportunity to show Brian and the crew his radio-controlled model of the station's present lifeboat, *City of Bradford IV*.

Another generous donation to the Humber lifeboat appeal was made by Geoffrey Barker from Driffield, East Yorkshire. He had built a 1/10th scale radio-

## Bottled benefits

Members of the Labologists Society (the international society for label collectors and brewery research) gathered at the long-established brewery of Shepherd Neame in Faversham for their 1994 Label of the Year meeting.

After a tour of the brewery fully laden buffet tables awaited the members' attention before the formal business of awarding the best new labels of the year. All that remained was the raffle and the auction, conducted at a furious pace by master auctioneer Graham Tubb. Labels, bottles, glasses, posters all fell to his hammer – raising £2,758.12 for the RNLI, the society's nominated charity for 1994.

### Sassanach Confusion

All Scots readers will have noticed the error in the caption to the Volvo draw picture in the Winter issue. Mrs Ann Irons is Lady Provost of Edinburgh, not Glasgow!

## In Brief

A WELL supported coffee morning in October raised some £137 for **Rame Peninsula** branch which was also pleased to receive a cheque in November for £155 from the Raleigh and Camelford Sea Angling Club, the result of a sponsored 'fish-in'.

A VARIETY concert organised by the **Sanday ladies'** guild included a hilarious sketch about the fate of 'the sandwiches at the dance'. Eight members of the guild dressed up as sandwiches and brought the house down. Another highlight was the appearance of the band Hullion from Orkney mainland. The concert was followed by a dance and raised over £500. THREE extremely successful days of collecting in December resulted in just over £3,480 being added to the coffers of **Sutton, Cheam and Worcester Park** branch. A two-day bucket collection at the Safeways branch in Sutton, realised £1,850.95 and a one-day collection at the St Nicholas shopping centre raised a further £1,277, plus the sale of £352.34 worth of souvenirs.

THE **Romford** branch held its first quiz night last November and raised £262. It was limited to nine tables (all the local hall would hold) and the participants were mainly friends and colleagues of the committee. The teams brought their own food and drink but tea and coffee were provided. Thanks to the 'professional' quizmaster and committee the event was judged a great success with a request that another quiz be held soon.

(Below) The Humber Lifeboat Appeal's mascot, Bevan Bear, is pictured meeting for the very first time his namesake Brian Bevan (left), and two of the Humber lifeboat crew when he visited the lifeboat station recently.

The small Bevan Bear mascots have raised over £18,000 for the appeal which now stands at around £750,000.



## In deep!

Four deep sea marine scientists on board the research ship *Discovery* in the Arabian Sea off Oman had a sponsored haircut.

The event, which took place on the foredeck, was conceived the night before in the ship's bar by John Murray from Glasgow University. A sponsor sheet was hurriedly prepared and the officers, crew and other scientists contributed.

## Pulling together

A sponsored row from Jersey to Guernsey by the St Helier and St Peter Port lifeboat crews raised £7,000 for the Guernsey Severn Lifeboat Appeal. The row was Jersey coxswain Bob Vezier's idea to support their Guernsey colleagues and the local appeal to raise £1m towards the cost of the new boat. The 26-mile row took the crews just over



five hours from St Helier lifeboat station to the old lifeboat slip in St Peter Port harbour.

The Jersey and Guernsey crews came together again to present the cheque to Jurat Dave Lowe who was standing in for the appeal chairman Jurat Len Moss.

*Photo Brian Green*

## The Demo that wasn't...

The Lizard's flag day turned out to be warm, dry and sunny, ideal for the planned demonstrations at Kilcobben Cove. BBC Radio Cornwall was broadcasting its entire afternoon show live from the cove and, combined with press coverage and a mention on the TV weather map the previous evening, a large crowd of spectators gathered.

The afternoon started well, with the BBC relaying live interviews and commentary and a PA system on the surrounding cliffs keeping everyone informed.

The lifeboat went to the rescue of a 'casualty' in the cove (a fishing boat making smoke), dowsed the flames, took her in tow and went to deal with two men in the water (volunteers) in conjunction with a Sea King helicopter from RNAS Culdrose.

Then the fickle finger of fate took over, for as the helicopter was approaching it received a genuine 'shout' – and made off, never to be seen again that afternoon!

There was a ripple of disappointment when the spectators were given the news, but undaunted the lifeboat set out to recover the two in the water. With the 'survivors' safely landed, the doctor went on board for a staged rescue of a casualty at the foot of the cliffs. The coxswain had

After having his head trimmed to a No.4 crew cut John had his beard trimmed too – but only after everyone had agreed to double their sponsorship!

The three other willing victims were Dr Andrew Patience, Dr George Wolff and Jeff Crooks.

Altogether, the sum of £417.30 was raised from the hair shearing event!

gently eased in close to the cliff and the doctor despatched in an inflatable, when fate took over again! This time the lifeboat received a 'shout', to a fishing vessel 12 miles away taking water fast and in danger of sinking.

The doctor and 'casualty' were left to their own devices, and it took some time to persuade a worried visitor that the aid of her paramedic husband was not required, as it was only a demonstration!

So now the demonstration was left without a lifeboat or a helicopter – and words like 'disaster' were coming to mind.

But not so! When the PA relayed the news to the spectators, and the lifeboat made off across the bay at full throttle against the spectacular backdrop, excitement seemed to grab the crowds. Suddenly they were no longer watching a demonstration – they were seeing a lifeboat in action, going out to save lives, and giving a real understanding of what the RNLI is all about. Meanwhile, Nina Davey of the BBC found herself in the almost unique position of commentating live on a real 'shout'.

The atmosphere was electric and questions and cash started to flow, resulting in more than £3,100 being taken.

So the demonstration that wasn't, turned into a success, but – how do you top that the next time?

## In Brief

FOLLOWING the article in the Autumn 1994 issue regarding his Battle of Atlantic plaques, Hubert James has forwarded a further £31 to the Birmingham office.

OVER the last 25 years **David King** from Bridlington has been collecting stamps from around the world and has raised £5,000 for the RNLI.

A BARN dance organised by **Hitchin and District** branch raised £265, a collection at the local branch of Sainsburys raised £172 and the annual punch, pies and carols concert realised £600.

MEMBERS of **Street** branch undertook a sponsored cycle ride to Exmouth lifeboat station last August and raised £1,000.

A RECEPTION was held in Paisley Town Hall to celebrate **Renfrew** ladies' guild diamond jubilee (1934-1994). Throughout its jubilee year the guild held many fundraising events in honour of the occasion.

LOCAL branches manned a vacant shop unit provided by the Meridian Centre, Havant in November and in just over a week, selling Christmas cards, souvenirs plus almost anything under the sun, they raised £3,200 for the **Hayling Island** lifeboat station appeal fund.

DURING last August bank holiday weekend, two members of **Birmingham** branch joined the Jonathan Clarke memorial coach marathon, travelling from John O'Groats to Land's End and back to Birmingham. Proceeds were divided equally between the RNLI and the Birmingham children's hospital renal unit. En route, visits were made to Weston super Mare, Exmouth and St Ives lifeboat stations and £2,003 was raised for the lifeboat service.

## Model methods

Sales of a limited edition Lledo model of the Douglas, Isle of Man lifeboat *Sir William Hillary* have so far realised £400 for Douglas branch.

Produced locally, the replicas are complete down to the operational number 47-032 on the side, Douglas lifeboat on the stern and the name *Sir William Hillary* on the wheelhouse.

A number of models are still available from Mr Peter Cain, c/o 2 Taubman Terrace, Douglas, Isle of Man at £8 each (plus 50p P&P) of which £2.50 is donated to the RNLI. Each model is accompanied by a certificate.



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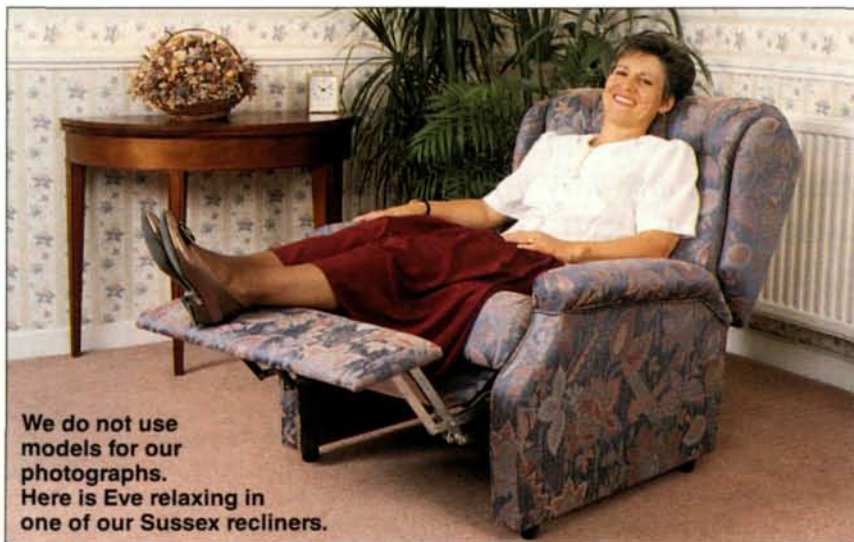
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## Banking on their support

Among the thousands competing in the New York marathon last November was a young lady wearing a Lizard lifeboat T-shirt. The young lady in question was Elizabeth Foster, born and bred in Mullion, but now living in London where she works for an American bank.

When the bank offered to pay all expenses for her to take part in the New York marathon it was too good an opportunity to miss and Elizabeth agreed to run and raise money for The Lizard lifeboat.

Two weeks before she left for New York Elizabeth returned home to be interviewed on BBC Radio Cornwall and the drive for sponsorship began. She completed the race in 4 hours 9 minutes and raised £1,200.

## Berwick gets better

Since North Berwick's new boathouse opened in November 1991 takings have soared.

The old boathouse was seldom open to the public and the box set in the wall raised about £300 per season. Now things have changed for the better! The summer of 1992 brought in £1,450, takings doubled in 1993 and the 1994 season realised £3,920.

The station is mentioned in the East Lothian Tourist Board brochure, posters have been distributed to local hotels to encourage people to visit the station and its lifeboat and a TV set (generously donated by Mitsubishi) enables videos to be shown.

As can be seen by the signatures in the visitors book, people from all over the world and nearly every county and region in the UK have been to the station and it is hoped that 1995 will be even better.

## Open all hours

An idea that started as a station open day, to allow locals to see 'their lifeboat' and meet the crew, was taken on board by the Mudeford crew and supporters with such enthusiasm that it grew into a very successful public relations and fundraising event, raising over £3,200.

The Mudeford ladies' guild and crew invited branches from Christchurch, New Milton, Highcliffe and Burton to join forces for the event last September, the first attempt at such a joint venture, and proved such a success that it is hoped to repeat the event this year.

The Mayor of Christchurch, Councillor Ed Coope, opened proceedings and was delighted to watch the exercise between the lifeboat and the rescue helicopter from Lee on Solent.

## A Fayre deal!

With the kind permission of the Duke and Duchess of Buccleuch a highly successful Victorian Christmas Fayre was held at Bowhill House, their magnificent stately home near Selkirk.

Among the many distinguished visitors were Sir David Steel MP, Ludovic Kennedy, the Duke and Duchess of Buccleuch (hosts) and Lady Polwarth.

The fayre, sponsored by Middlemas of Kelso and co-ordinated by Sheena Haire of Hawick, was a joint effort by Eyemouth, Peebles, Coldstream, Galashiels, Melrose, Selkirk and Hawick branches, supported by St Abbs and Eyemouth lifeboat station branches. Attractions included the Eyemouth fishermen's choir, Rikki the magician, Cuffy Bear, the Embleton Handbell Ringers and many stalls selling homemade crafts and produce.

The setting provided a wonderful Victorian atmosphere, further enhanced by members of the branches involved dressing in a variety of period costumes. The resultant £3,000 was a great boost to lifeboat funds.

## Mumbles money

A cheque for £25,000 was recently presented to the Institution by the Mumbles Lifeboat Crew Association. The money was the proceeds of the 1993 and 1994 annual raft races organised by the MLCA. This year will be the 12th race to be run – an estimated 14,000 people turned out to cheer on 55 rafts in the 1994 race.

Mumbles lifeboat station itself recently received £600 for new training equipment from Associated British Ports, owners of the ports of Swansea and Port Talbot. Captain Roy Griffiths, station honorary secretary, thanked Ray Klinck, port manager, saying 'In-house training is an integral part of RNLI policy. In these days of constant change in electronic and navigational systems it is essential to have the appropriate tools with which to train our crew members. The finance for the new video and television is gratefully appreciated.'

## Sickbay slim

During HMS Ark Royal's Adriatic deployment last year, various fundraising activities were devised in aid of charity.

The sickbay's involvement was aimed towards promoting healthy living and fitness on board, with the RNLI as the chosen charity.

To this end Surgeon Commander A. Yates instituted a voluntary sponsored weight reduction programme and the sickbay staff held a 24-hour marathon on an exercise bike, resulting in a cheque for £500 being forwarded to the Institution.

## Oliver asks for more!

12-year-old Oliver Puckering, son of the secretary of St Albans and District branch took part in Redbourn Methodist Church's pantomime playing the part of Sleepy the dwarf.

The church performs its pantomimes for charity, and Oliver suggested that the RNLI should be one of two charities to benefit. Unaware of this, his grandfather John Cox who is chairman of the branch, went to see Oliver's performance on the final night – and at the end of the show the producer called him on stage to receive a cheque on behalf of the Institution. Thanks to Oliver's foresight and keenness the lifeboat service received £400.

## In Brief

DECEMBER saw a carol service with a difference for **Cheltenham** branch. Victorian/Edwardian dress was the order of the evening as supporters stepped aboard a steam train at Toddington. Steaming into Winchcombe station passengers were welcomed by the Cheltenham Silver band playing carols. Father Christmas and the Pearly King and Queen mingled with the singers and after steaming back to Toddington supporters were welcomed at the Flag and Whistle for hot punch and mince pies. Thanks to sponsorship from the Gloucester & Worcester railway and the Cheltenham Silver Band plus of course the stalwart band of supporters, a splendid sum of £1,500 was realised from the event. The branch were also the recipients of a cheque for £102 raised by patrons of the Frogmill at Shipton from a Christmas raffle.

THE **Lostwithiel and District** branch held its second annual dinner dance at the Golf and Country Club. The event was given the title Catherine Rashleigh to commemorate the launching of Fowey's very first lifeboat of that name in 1859, then stationed at Polkerris. Among the guests was Sir Richard Rashleigh whose family were largely instrumental in bringing the lifeboat to Fowey and a raffle, donations and the sale of Christmas cards raised £355.

DURING December the Romney, Hythe and Dymchurch Railway operated over 40 Santa Special trains from Hythe to New Romney and back, raising £846 for the **Littlestone-on-Sea** lifeboat station. The total raised by the Railway for the RNLI in 1994 was £2,627.

# People and Places

## around and about the RNLI

### Lifeboats in the South Seas – in Tonga

*Just before Christmas, Swanage lifeboat station received news of their old lifeboat, Thomas Markby, which served at the station from 1928 to 1949.*

*The letter came from the Kingdom of Tonga where the old lifeboat's German owner is currently based. Her owner, Mr Lojda, writes:*

Since 1977 we are the owners of *Ambler* which is the former lifeboat *Thomas Markby*. We purchased her in Guernsey in 1977 and after four years of refitting and testing we sailed to Tonga via two years in the Mediterranean, Canary Islands, Brazil, Argentina via Cape Horn to Chile, Easter Island, Pitcairn, French Polynesia, Cook Islands, Tonga, Fiji, New Zealand and back to Tonga.

She is a strong solid boat in any weather and we have decided to take care of her for many more years. We



hope you like to hear of one of your lifeboats which is still sailing around.

**C. & Z Lojda,**

**Neiafu/Vava'u, Kingdom of Tonga,  
South Pacific.**

The former lifeboat *Ambler* at anchor in idyllic conditions in Tonga – a far cry from the conditions recalled by former crew member Lew Hardy, below

*The letter and photograph were forwarded to the Editor by Llew Hardy, who had joined Thomas Markby as a crew member in 1937 and served as her second coxswain from 1946 to 1949. He remembers one particular service in December 1947 when they launched in a Force 10-11 storm and spent 13 hours searching for missing crew members of a capsized tug – 'she was a fine sea boat, Wet, but sea kindly. I shall never forget the fury of the elements that night.'*

## Obituaries

With deep regret we record the following deaths:

### OCTOBER 1994

**Mrs Barbara Yuille**, treasurer of Biggar ladies' guild from 1970 to 1992. She was awarded a gold badge in 1994.

**William Watson**, treasurer of Stoke-on-Trent ladies' guild from 1982 to 1994. He was awarded a Silver badge in 1993.

### NOVEMBER 1994

**Mrs Mary Mercer**, chairman of Blackburn ladies' guild from 1967 to 1976 and vice president from 1976 until her death.

### DECEMBER 1994

**Victor Pitman**, coxswain of Weymouth lifeboat from 1979 to 1986. He first joined the crew in 1947 and served as second coxswain from 1962 until his appointment as coxswain. He was awarded a Silver medal in 1976 and a Thanks on Vellum in 1978.

**Mrs E Patrick**, vice president of Skegness branch from 1987. She had served as assistant secretary from 1977-78 and secretary from 1978-87. Mrs Patrick was awarded a Silver badge in 1991.

**Norman Taylor**, honorary secretary of Congleton branch from 1973 to 1989.

He was awarded a Silver badge in 1984. **John Richards**, chairman of Cowbridge branch. He joined the branch in 1976 and was its chairman from 1979 until his death. Mr Richards was awarded a Silver badge in 1990 and was also treasurer of the Horton & Port Eynon lifeboat station from 1977 to 1992.

### JANUARY 1995

**Mrs Doris Connell**, treasurer of Clifton ladies' guild from 1970 to 1989. She was awarded a Silver badge in 1985.

**Miss Anne Norris**, president of Sherborne branch since 1979 having served as its first chairman when the branch was formed in 1973. Until the formation of the branch she had previously been president of the Sherborne ladies lifeboat league.

### FEBRUARY 1995

**Tommy Read**, coxswain of Hartlepool lifeboat from 1957 to 1966, having joined the crew in 1956.

**Mrs Margaret Watson**, chairman of Stoke-on-Trent ladies' guild from 1968 until her death. She was awarded a statuette in 1977, a Silver badge in 1983 and a Gold badge in 1994.

**Lawrence Kelly**, chairman of Kensington branch since 1974. He received a Gold Badge in 1992.

### ... and in New Zealand

While on holiday in New Zealand, Dave Jeeves, crew member of Exmouth's inshore lifeboat, came across another ex-RNLI lifeboat enjoying an active retirement on the other side of the world. The Liverpool class ON 914 *Tillie Morrison Sheffield II*, now named *Rescue III*, was originally stationed at Bridlington from 1953 to 1967 and is now in active use at New Plymouth, North Island, as a pleasure boat on tourist trips around the Sugar Loaf islands.

Yet another ex-lifeboat is now serving in New Zealand waters – Girvan's Brede class lifeboat *Amateur Swimming Association* was sold to the New Zealand coastguard service in 1993, and is now based at Nelson, South Island.

On a recent visit to the UK, Harold Mason, coxswain of the newly named *Sealord Rescue* presented a commemorative plaque to the people of Girvan from the residents of Nelson.



## Out of the blue...



Fireman Sam deciphers the name on a winning ticket from the draw while Anthony Oliver, the RNLI's deputy head of fundraising and marketing, prepares the drum for another spin.

Fireman Sam arrived at the RNLI Poole headquarters in one of Poole Fire Brigade's engines – not to put out a fire, but to draw the 68th national lottery which took place on 31 January. Sam was appearing in his latest exploits at the Poole Arts

## 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:

**Anstruther** – Head launcher T.B. Small  
**Ballycotton** – Mechanic M.P.L. Walsh  
**Berwick-upon-Tweed** – Head launcher J. Swan

**Burry Port** – Crew member H. Owen, shore helper T.T. Griffiths

**Clogher Head** – Coxswain F. Sharkey, tractor driver P. Flynn

**Cromer** – Crew member P.J. Smith

**Eastbourne** – Deputy head launcher F. Wakefield

**Islay** – Crew member J. MacTaggart

**Llandudno** – Shore helper I.J. McNeil

**Rhyl** – Crew member G. Williams, shore helper J. Dyson

**Scarborough** – Emergency mechanic P. Harrington, shore helper J. Pearson

**The Lizard** – Coxswain P.H. Burgess, crew member M.R. Legge

Centre, and joining him at the draw were children from Winchelsea Special School and Dave Kennett, former coxswain of Yarmouth lifeboat. Dave retired in December 1994.

Anthony Oliver, deputy head of fundraising and marketing supervised proceedings and on hand to see fair play was the Institution's director, Lt Cdr Brian Miles CBE.

The prize winners were:

**Volvo car** Mrs T. Davies, Deganwy, Gwynedd.

**£1,000** Mrs R. Steggle, Basingstoke, Hants.

**£500** V. Farrant, Ryde, Isle of Wight.

**£250** Mrs B.J. Wilkes, Bristol.

**£100** Mrs A.D. Hobson, Calverton, Notts; Mrs E. Tupman, Edinburgh; Mr & Mrs G.F. Spray, Cirencester, Glos; Mrs B. Shaw, Chorley, Lancs; A. Pole, Leicester.

**£50** S. Pickering, Welwyn Garden City, Herts; Mr & Mrs J. Mitchell, Cheltenham, Glos; Miss C.R. Hoskins, Dagenham, Essex; J.D. Blyth, Lincoln; Miss G.M. Dickinson, Ealing.

## New Year's Honours

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

**Knight Bachelor: Sir Michael Vernon**  
 Chairman of the RNLI.

**MBE: Mrs Annie Bolton**  
 Lately president of Bramhall and Woodford guild.

**MBE: Mrs Pauline Hodge**  
 Honorary secretary of Edinburgh ladies' guild

**MBE: Roy Norgrove**  
 Chairman of Farnham branch

**MBE: Leslie Robson**  
 Helmsman of Flamborough lifeboat

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

**KCB: Sir David Mansel Lewis**  
 Lord Lieutenant of Dyfed (president of Burry Port branch)

**KCB: Captain Sir Malcolm Edge**  
 Deputy Master and Chairman Board of Trinity House (ex-officio member of the committee of management)

**KBE: Sir Peter Crill**  
 Bailiff of Jersey (patron of Jersey lifeboats)

**MBE: Jack Abbott**  
 RAF Warrant Officer (deputy launching authority at Trearddur Bay lifeboat station)

**MBE: Captain David Polson**  
 Harbour Master at Lerwick (chairman and deputy launching authority, Lerwick lifeboat station)

**MBE: William Rogerson**  
 Officer in charge, British Transport Police, Bangor (husband of secretary of Holyhead ladies' guild)

## On Station

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

### ALL-WEATHER

**Torbay** – Arun 52-19 (ON 1076) *Marie Winstone* on 3 February 1995. *Temporary station duty.*

### INSHORE

**Relief** – D465 *Palmer Bayer* on 24 June 1994.

**Poole** – B548 on 28 November 1994. *Temporary station duty.*

**The Mumbles** – D463 *Nellie Grace Hughes* on 29 November 1994.

**Relief** – D474 *G C H Fox* on 6 December 1994.

**West Kirby** – D473 *Thomas Jefferson* on 21 December 1994.

**Hayling Island** – B526 on 11 January 1995. *Temporary station duty.*

**Newquay** – B539 on 15 February 1995. *Temporary station duty.*

## Quiet help from Plymouth fisherman

When Sam Webber died in Plymouth, aged 94, he had rarely left the city other than by water. Having gained his first boatman's licence in 1914 at the early age of 16 he spent his working life and all his spare time on or near the water.

For many years an inshore fisherman, he was never happier than putting out from Plymouth Sound or the Yealm in an open boat to go crabbing or hand-lining. He never lost his respect of the sea or his delight at landing a fish.

Both he and his wife lived very frugally. They built their own bungalow by Stonehouse Creek and the furniture they put in on day one was never renewed. Even the rarely-watched TV they had in recent years was black and white and for most of

their lives they recorded every penny they ever spent.

Not that they did not enjoy life. Playing cards, laughing with friends and giving away most of the fish he caught gave Sam real pleasure. But he also had a secret. All their scrimping and saving had a purpose. Having known much poverty in his youth he was determined to leave a legacy which would be well used.

He chose the RNLI. He never told anyone, but he would have taken proper pride that other RNLI supporters now know that a humble Plymouth fisherman contributed £300,000 and he would especially have enjoyed the surprise caused to his many acquaintances who assumed he was as poor as his appearance suggested!



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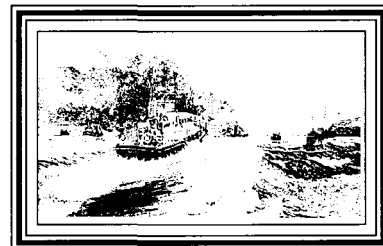


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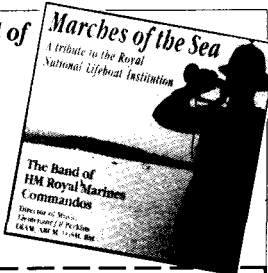
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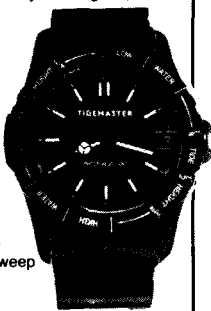
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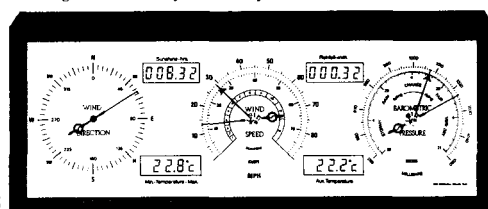
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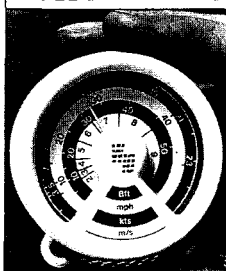


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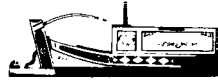
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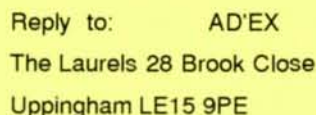
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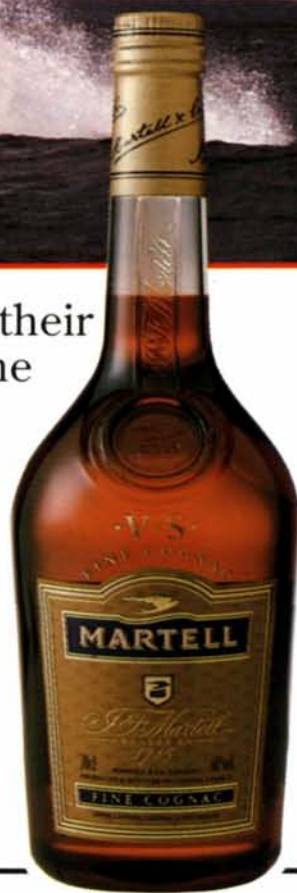
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