

The

Lifeboat



Summer 1995

Silver and Bronze Medal services

The Annual Meetings

Fundraising nationwide



Last year, legacies helped us launch over 6,000 times



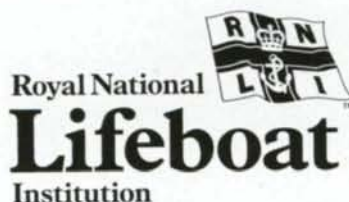
Isn't that worth remembering?

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

Last year, legacies funded over 60% of the RNLI's income, providing our courageous volunteers with a vital lifeline of lifeboats, equipment and protective clothing.

As a result more than 1,600 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. CFRL52, RNLI West Quay Road, Poole, Dorset BH15 1HZ.

The Lifeboat

Summer 1995



Royal National

Lifeboat

Institution

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Chairman:

SIR MICHAEL VERNON

Director and Secretary:

LT CDR BRIAN MILES CBE RD FNI RNR

Editor: MIKE FLOYD

Editorial Assistant: MARY GYOPARI

Advertisement Manager:

JOHN FARNHILL

Classified Advertisements:

MARION BARDSLEY

Headquarters:

Royal National Lifeboat Institution,

West Quay Road,

Poole,

Dorset BH15 1HZ.

Telephone Poole (01202) 671133

Telex 41328.

Registered Charity No. 209603

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COVER PICTURE

by Maggie Murray

The recipients of the Medals for Gallantry presented at the 1995 Awards aboard Stornoway's new Severn class lifeboat, *The Will*, at a photocall held the previous day at St Katharine Dock.

Next Issue: The Autumn issue of THE LIFEBOAT will appear in October 1995, and news items should be received by 11 August 1995, but earlier if possible.

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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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NEWSPOINT

Since the previous issue of *THE LIFEBOAT* appeared in January the commemoration of the 50th anniversary of Victory in Europe Day has given both young and old the chance to look back at the heroic deeds and sacrifices made to safeguard the freedom we have today.

The part played by lifeboatmen in that struggle was not forgotten, as the account of the RNLI's presence at the events given on this page shows. In less than six years of war lifeboats saved more lives than in the previous eighteen years of peace – and lifeboats launched to friend and foe alike.

During those years lifeboatmen won four British Empire Medals, two Distinguished Service Medals and one George Medal. The Institution itself awarded 204 Medals for Gallantry – including eight Gold Medals.

It is perhaps fitting that the RNLI's Annual Meetings were held not long after VE Day, when the award of two Silver and three Bronze Medals helped to illustrate that the spirit of the lifeboat service continues in times of peace.

The world could hardly be more different now than it was half-a-century ago, yet there are still people willing to risk their lives for no reward other than to save another's life. The number of awards made to long-serving fundraisers at the Awards ceremony also illustrates that, fortunately, there are still those who, although precluded in some way or another from actually taking part, are willing to strive mightily to ensure that those who crew modern lifeboats have the boats, the equipment and the financial backing to continue their lifesaving work.

RNLI President opens new facilities at Cowes



HRH The Duke of Kent talks with the RNLI's Director, Lt Cdr Brian Miles at the Inshore Lifeboat Centre at Cowes.

HRH The Duke of Kent, President of the RNLI, faced a packed programme of five engagements in six hours – three of them involving the Institution – when he visited the Isle of Wight on 12 April 1995.

The day began with a visit to Bembridge lifeboat station, where the Duke was welcomed by the Chairman of the RNLI, Sir Michael Vernon and Lt Cdr Brian Miles, director. After meeting members of the Isle of Wight branches and guilds, HRH was escorted along the walkway to the boathouse where Coxswain Martin Woodward presented members of the Bembridge crew and showed the Duke over the station's relief Tyne class lifeboat *Owen and Ann Aisher* – which had been cleaned and polished until she sparkled the previous evening only for her to be called out for three-and-a-half hours. The crew returned, and started cleaning and polishing all over again!

The Duke of Kent next travelled to West Cowes where he opened a new slipway into the River Medina for the Island Youth Water Ac-

tivities Centre. Then a short launch trip across the river took him to the RNLI Inshore Lifeboat Centre to be greeted by Alan Tate, Superintendent of the ILC, in front of the new £1.8m building and staff boatbuilder Steven Simmonds, who presented the royal guest with a wooden plaque he had carved himself.

Sir Michael Vernon began the Opening Ceremony and Dedication by outlining the history of the ILC, where the RNLI has had a presence since the 1930s.

It came into its own in the 1960's with the introduction of the then-new inflatable lifeboats and rapid expansion had led to additional buildings, none of which were custom built for their purpose. The modern new facilities ensure that staff have a safe and efficient working environment and make production and servicing of lifeboats more cost effective.

HRH The Duke of Kent told the audience that he was privileged to play a part in the distinguished history of the inshore lifeboat, and that without the pioneering work carried out at Cowes in the late 60s and early 70s the world would not have the rigid inflatable boat at its disposal. Almost 20,000 lives had been saved by inshore lifeboats which are busier than ever, launching around 3,000 times a year.

After unveiling a commemorative plaque the Duke was escorted round the new facilities, where he met members of staff at work.

The final RNLI engagement of the day was at Yarmouth lifeboat station, where the Duke met coxswain David Lemonius and his crew and presented service certificates to retired coxswain Dave Kennett and three of his former crew. Although the presentations were made on familiar territory for Dave – the aft deck of his old lifeboat *Joy and John Wade* – he remained on dry land as David Lemonius put the Arun through her paces for the Duke's benefit.

More Inshore

Two additional inshore lifeboats are being added to the RNLI fleet to augment all-weather lifeboats already at the stations concerned.

Extensive efforts were made to find a suitable site for an inshore lifeboat station at Mevagissey, but none could be found. As a result it has been decided to add a D class inflatable to the Waveney already stationed at Fowey – just over six miles away.

MoD small boats have provided valuable support at Weymouth, but when they are withdrawn from Portland at the end of July an Atlantic 21 is to be provided at Weymouth to complement the station's all-weather Arun during the summer months.



Victory in Europe Day commemoration

On Friday 5 May 1995 the RNLI's Chairman, Sir Michael Vernon and the Director, Lt Cdr Brian Miles, represented the RNLI at the Palace of Westminster where HM the Queen was presented with two addresses from the Houses of Parliament in commemoration of the 50th anniversary of the end of the war in Europe.

On Saturday 6 May five lifeboat veterans and four serving lifeboatmen and shore helpers attended the opening ceremony of the 50th anniversary of VE Day in Hyde Park, London.

Aldeburgh lifeboat station was represented by Billy Burrell BEM, former coxswain, who joined the crew in 1941 at the age of 16, and Maurice

Smith, currently the boathouse attendant and formerly tractor driver and crew member.

Margate was represented by former mechanic Alf Lacey BEM, who served throughout the war and John Miller the assistant tractor driver.

Newhaven's representative was former head launcher, Robert Holden, who received a letter of thanks for his part in a 1943 service which resulted in the death of the bowman, Benjamin Clark. The coxswain was awarded the RNLI Silver Medal and the rest of the crew Bronze Medals. Joining him, in contrast, was Newhaven's youngest crew member, 28-year-old Mark Ford.

Poole lifeboat station was represented by Bill Hayes, former second coxswain and Tony Bebbington, the assistant mechanic and last, but not

least, Swanage was represented by Albert Hardy, former second coxswain. The veteran lifeboatmen, although not directly involved in the ceremony, represented all that the lifeboat crews did during the war and still do today.

In a similar vein, the Chairman and Director were guests at the national commemoration service in St Paul's Cathedral the following day, and the Director went on to the heads of state ceremony.

Lifeboatmen, including those from Mudeford and Poole, also proudly represented the lifeboat service at local services throughout the country.

During the war years lifeboats launched 3,760 times and saved 6,376 lives – an average of 21 a week – and thirteen lifeboatmen lost their lives.

Five war-time veteran and four serving lifeboatmen pictured in Hyde Park during the 50th anniversary commemoration on 6 May 1995. Back row: (left to right) Billy Burrell, Maurice Smith, John Miller, Mark Ford, Tony Bebbington and Albert Hardy. Front row: Alf Lacey, Robert Holden and Bill Hayes.



Committee of Management

Two new members have been appointed to the RNLI's Committee of Management

The Rt Hon Lord Wakeham has a long history in politics, having most recently been Leader of the House of Lords from 1992 to 1994.

Previously he had been, among many other positions; Lord Privy Seal, Leader of the House of Commons and Member of Parliament for Maldon in Essex.

He is a member of the Royal Yacht Squadron and lists sailing and farming among his recreations.

Col Ian R. Bryce TD DL FCA is Deputy Lieutenant for Humberside and is a Chartered Accountant and a member of the Royal Yorkshire Yacht Club. Col Bryce has been chairman of the Bridlington station branch committee since 1991 and is chairman of the Humber Lifeboat Appeal.

Busiest year on record for lifeboats

When the statistics for 1994 were announced at the RNLI's Annual Meetings - see report page 4 - they revealed that more calls on the RNLI's services were made in 1994 than ever before.

Lifeboat launches reached an all-time high at 6,119 (up just over 7% from 5,711 in 1993) and the number of people receiving assistance from RNLI lifeboats was also at a record level. 1,624 lives were saved (up more than 23% on 1993) and 959 people who might otherwise have been in danger were landed (up more than 21%).

Although total income was 4.5% up on 1993 at £64.66m expenditure on new lifeboats and equipment was higher by some 84% and legacy income - which accounts for more than 60% of the RNLI's total income - fell by 4%.

Scarborough shield

Scarborough lifeboat station has introduced its own shield - to be awarded annually to the person who has contributed most to the station during the year. The shield was recently awarded, for the first time, to second mechanic Claud Sharp, who has many years of service as a crew member at Bridlington, Filey and Scarborough.

Mr Sharp was recently awarded a long service badge along with emergency mechanic Pete Harrington and crew member John Pearson.

The Lifeboat on audio tape

This issue of THE LIFEBOAT is also available on audio tape. The RNLI has arranged a pilot scheme in conjunction with Talking Newspapers to gauge demand for the journal in this format. Members can receive the audio tape version free of charge, although as there is a small charge to the RNLI some recipients may wish to make a small donation to cover the additional costs.

Initially two issues will be made available on tape and, if there is sufficient demand, consideration will be given to providing an audio version of all subsequent issues.

If you, or anyone you know, would like to receive The Lifeboat on a C90 audio tape please write to the Editor, The Lifeboat, RNLI West Quay Road, Poole, Dorset BH15 1HZ quoting the recipient's membership number.

To minimise costs the Institution will be using reusable cassettes, and it is most important that members receiving their journal on tape return the cassettes to Talking Newspapers after use to avoid a charge to the Institution.

The RNLI's 1995 Annual Meetings

The RNLI's Annual Meetings for 1995, held on 18 May, took place at a new venue in London – the Barbican Centre in the City.

The move from the South Bank Centre was a break with the tradition of the past few years and the new venue, chosen for the facilities it was able to provide, proved almost ideal with a great deal more space for the Institution to set up displays illustrating many aspects of its work.

During the course of the day the Chairman was able to report yet another successful year for the Institution, but he also sounded a note of caution – legacy income, which provides such a substantial part of the RNLI's income, had fallen during 1994 and the trend had continued into 1995. With a major capital programme under way this would need to be watched closely.

Medals for Gallantry presented at the Barbican Centre on 18 May 1995



Helmsman **Stuart Roberts** Silver Medal

Helmsman Stuart Roberts of Porthcawl's D class inflatable rescued a surfer in very rough seas and weather conditions outside the normal limits for this class of inshore lifeboat. Despite the short duration the service was superbly executed in severe surf, wind and tidal conditions which demanded excellent boathandling and seamanship as well as a

high degree of bravery to launch in such conditions. A full report of the service appears in this issue of THE LIFEBOAT.



Coxswain **Hewitt Clark** Silver Medal

Coxswain Hewitt Clark and the crew of Lerwick's Arun rescued 67 seamen from a stranded factory ship in appalling weather conditions on 31 October 1994. The lifeboat had to go into a narrow opening between the ship and a rocky shore more than 70 times in total darkness to rescue them. The remainder of the crew were awarded Thanks on Vellum. A full report of the service appeared in the Spring 1995

ISSUE OF THE LIFEBOAT.



Coxswain/Mechanic **Michael Bowden** Bronze Medal

Coxswain/Mechanic Michael Bowden of Appledore's Tyne class lifeboat went to the aid of a fishing vessel which had lost power on one engine near Appledore's infamous Bar. The lifeboat reached the casualty quickly, despite the worst conditions ever seen on the bar, but could not tow her back in because of the seas. A long tow to Ilfracombe was the only alternative in the prevailing weather conditions and so

Ilfracombe lifeboat launched to stand by and later played a part in the tow. Her coxswain was awarded the Institution's Thanks on Vellum. A full report of the service appears in this issue of THE LIFEBOAT.

Cox/Mech

Neil Brockman Bronze Medal

Coxswain/Mechanic Neil Brockman of Penlee's Arun class lifeboat and Coxswain/Mechanic Terry George of Sennen Cove's Mersey class were awarded their medals for the same service - a joint one to a fishing vessel in Force 9 winds and appalling sea conditions. Sennen Cove lifeboat was the first to be called but the weather was so bad that Penlee was also called out and at one stage both lifeboats were needed to make any progress with the tow.

The service lasted more than nine hours, mostly in complete darkness and with winds gusting to 82mph. Both crews suffered badly from sea-sickness but both coxswains showed skill and coolness in establishing their tows and co-operated fully with each other during the service. A full report appears in this issue of THE LIFEBOAT.

Cox/Mech

Terry George Bronze Medal

More people helped than in any year before

More lifeboat launches than ever before

Total income up nearly 5%

Legacy income down 4%

Expenditure up 19%

As usual events began in the morning, with the Annual General Meeting for Governors of the RNLI. Some 356 Governors attended to hear the Chairman, Sir Michael Vernon, outline the high points of a busy year for the lifeboats.

As an illustration of the way the RNLI was using the financial resources of those present in the most effective way Sir Michael took the two Silver Medals for Gallantry which were to be presented that afternoon as an example of the Institution's flexibility.

He contrasted the way in which Lerwick's coxswain, Hewitt Clark, was able to use his 52ft all-weather Arun to take no less than 67 seamen off a stricken commercial vessel in Storm Force winds with the way in which Stuart Roberts, the helmsman of Porthcawl's D class inflatable, was able to snatch a lone surfer to safety in conditions well outside the normal limits for that class of lifeboat. The other award-winning services during the year also illustrated the wide variety of lifeboat work, with the casualties including fishing vessels, yachts and four services to people in the water.

'This not only shows the versatility of the lifeboat service,' said the Chairman, 'it is also a reminder that the RNLI is there for everyone, even those who must never have expected to need our help.'

The statistics for 1994 showed the lifeboat service to be busier than ever with 1,624 lives saved by RNLI crews and nearly a thousand more brought ashore from potentially dangerous situations - the highest total ever for a single year. Lifeboat services were also at an all-time high, with 6,119 launches.

One interesting aspect highlighted by the Chairman was that while in ten years the number of launches had risen by some 70% the average length of a service by an all-weather boat had fallen by 20% to around two hours. This fall - as well as indicating a faster response to the casualty - was also welcomed by the lifeboat crews, added Sir Michael.

With some crews answering more than 100 calls a year plus training and exercises the amount of time they were being asked to commit to the lifeboat service was considerable.

As a result of the human and financial resources available to the RNLI it was able to respond to the ever-increasing activity around the coasts of Britain and Ireland. During 1994 alone 10 new inshore lifeboats were added around the coasts - representing a 7% expansion in inshore lifeboat operation. This additional need had been particularly marked in Ireland where Larne in the north and Bundoran, Galway and Kilrush in the Republic have either received or are soon to receive inshore lifeboat cover for the first time. At Fenit in County Kerry an all-weather station has been re-established as a result of the Institution's constant monitoring of casu-

alty potential.

Although the Institution could be proud of its achievements in responding to emergencies Sir Michael remarked that it was a cause for concern that so many people were finding themselves in need of such help, and explained how the RNLI was making progress in trying to prevent these situations in the first place.

'Safety first has always been the motto in lifeboat operation and design,' he said, 'and we have begun to do our utmost to persuade all sea users to adopt a similar prudence.'

The Sea Safety initiative which had begun in 1993 was beginning to bear fruit, with close links forged with other sea safety organisations and four of a series of helpful booklets now available. A general booklet was backed up by three others aimed at preventing the most common cause of a lifeboat service - machinery failure - in pleasure boats, fishing vessels and divers' support boats. The Institution's extensive database has identified this as the most common cause of failure, and the better it is able to identify exactly why the machinery has failed the better it will be able to address ways of prevention.

'But,' the Chairman continued, 'when accidents do happen our primary task is still to be on the scene as quickly as humanly and technically possible,' pointing out that all the RNLI's capital projects are geared to that purpose.

Expenditure on new 25-knot lifeboats and improved equipment doubled in 1994 and although engine transmission problems on the first of the production Trents caused a frustrating delay they will be back on schedule before the end of the year. The first production 17m Severn will be on station duty at Stornoway this summer and, with seven 32-knot Atlantic 75s already on the coast, the RNLI has begun to establish an even faster lifeboat fleet fit for the 21st century.

Electronics have also helped to improve performance in the field of navigation. Charts are now available on laser disc and, with the new systems fitted to every Severn and Trent, crews will be able to track their passage on a visual display and record the detail for future reference.

Another new item of equipment has also proved its worth. The new automatically inflating lifejacket for use aboard all-weather boats is not only popular among crews for its greater comfort, it has already saved the life of a crew member from Appledore who was swept overboard in darkness and heavy seas. Although in the water for 35 minutes his lifejacket functioned perfectly

Along with new technology must come the shore facilities to match, giving crews every chance to save time during launching as well as at sea. Forty-six new shoreworks projects were completed during 1994 with many other stations and slipways undergoing major renovation or repairs.



Supporters crowd round the souvenir stall during the break between the meetings.

The Annual Meetings

1995

continued

It is never easy to reconcile the needs of a modern lifeboat station with the planning concerns of a picturesque seaside town, but nevertheless two projects finished last year, at St Ives and Aldeburgh, shows that the Institution can provide buildings of which the community and the RNLI can be equally proud.

Maintaining complex modern lifeboats has required the RNLI to review its methods of servicing and a new network of divisional workshops which also control planned maintenance programmes is fully established.

So, too, are the new facilities at the Inshore Lifeboat Centre at Cowes to handle the maintenance and renewal of a 260-strong inshore fleet.

The RNLI is not unique among those who provide an essential public service and who, partly because of the opportunity to use increasingly sophisticated equipment, are faced with a growing demand. The universal problem, said Sir Michael, is finding the money, not just for immediate needs but to guarantee an adequate service well into the future.

26 countries, including the RNLI, attended the 17th International Lifeboat Conference in Montevideo in February, and the Institution's voluntary method of achieving these financial goals was the envy of many lifeboat organisations. Much was learned at that conference; the *Estonia* disaster was fully aired, the loss of two men from a German rescue cruiser which capsized was discussed and many innovations in lifeboat design and rescue techniques addressed.

Turning to the 1994 accounts the Chairman remarked that they illustrated how the RNLI's voluntary methods set such a good example to the world. Overall income had increased by 5% to £64.6m, covering the much increased expenditure of £56.8m – up by 19% on 1993 due largely to building more new lifeboats and improving shore facilities.

However, legacy income – for so long the largest contribution to RNLI funding – fell by 4% and this decline has continued into 1995. This was, Sir Michael pointed out, a cause for concern and although it might be a temporary situation other large charities had experienced similar falls. Increased competition between charities and the decline of property values are obvious factors, but the Institution was researching the problem and if it is a tide it would do all it could to stem it.

In the short term, the Chairman emphasised, the only reason that the RNLI could guarantee to implement its substantial capital spending plan in the next five years was because it had built up sufficient reserves to underwrite it.

However during 1994 the fall in legacy income had been compensated for by some very successful direct fundraising, not least the BBC 'Blue Peter' appeal, which brought in £1.4m, and the branches and guilds which once again outperformed their previous best.

Successful regional campaigns for new boats, equipment and buildings played their part, including the City of London, Humber, Guernsey and the City of Birmingham appeals.

There were, said Sir Michael, now nearly 38,000 governors and life governors of the RNLI and in 1994 30,000 new individual supporters were recruited. The junior Club, Storm Force, had increased to over 22,000 members and the RNLI's aims to involve yet more children had taken a further step forward with a new education resource pack for primary schools.

The Chairman finished his report of the year with his thanks to the Governors present, and all of those who worked so hard in support of the lifeboat service.

The meeting then dealt with the official business of the day, re-electing the Committee of Management and auditors and dealt with questions from the floor.

The Presentation of Awards

Later that day, at 1430, the Chairman opened the annual presentations of the awards which had been made both to voluntary workers and lifeboatmen during 1994.

Some 1,450 people were present to hear Sir Michael open the proceedings with his account of the RNLI's year. The events of the recent VE day anniversary commemorations, he said, had brought Sir Winston Churchill to mind, and with them the famous words of his famous 1924 speech for the RNLI's 100th anniversary.

Presenting the figures announced at the morning meeting the Chairman referred to the fall in legacy income, and also made the point that there would be more casualties needing assistance next year, and more still the year after. Today's fundraisers, he insisted, were working not only for today's lifeboats and their crews but also those of the future.

Rounding off his address with Sir Winston's rousing 1924 words Sir Michael finished by introducing the guest of honour, HRH The Duchess of Kent, whose husband had received a Gold medal at the same ceremony the year before to mark his 25-year association with the Institution. The Chairman remarked that the honour had also reflected the RNLI's feelings for the Duchess and the work which she too carried out so often on its behalf.

Her Royal Highness began on a light note, recalling that on her previous visit to the Barbican she had been left virtually alone on the stage when a suspicious package had led to a hurried evacuation. She was sure, she added, that Sir Michael and the lifeboat coxswains and crews would not leave her in such a predicament!

The Duchess went on to say how much of a symbol the lifeboat has become – so much so that she used the service as an example when addressing other bodies with which she was involved. It was, she said, a symbol of courage, of respect for others, comradeship and perhaps above all, trust.

The VE day commemorations, she added, had made us all aware of the courage shown 50 years ago. That courage is alive today, the Duchess said, and it is illustrated by those about to receive their medals for gallantry.

That courage also extended to the families of the lifeboatmen, and she recalled a sad occasion over 13 years ago when she had spoken with the families bereaved by the Penlee disaster. Among them was a 17-year-old whose father had been the coxswain of the lifeboat. He was among the first to volunteer for the crew of the new Penlee boat, had become the coxswain and was now here to receive a Bronze Medal for Gallantry. What better example, she asked, could there be of the spirit of the RNLI?

Having proposed the resolution recognising the gallantry of the lifeboat crews and the dedication of all voluntary workers the Duchess remarked how proud she was to be present before presenting the awards to fundraisers and the gallantry Medals.

Brief details of the services leading to the Gallantry Medals are given on page 3 and a full list of awards presented to voluntary workers appears on page 31 of this issue.



Her Royal Highness the Duchess of Kent addresses the meeting before presenting the awards.

Lifeboat Services



VICES.....LIFEBOAT SER

CONDITIONS OUTSIDE LIMITS FOR D CLASS

Surfer saved by inshore lifeboat in severe gale and heavy seas

Helmsman Stuart Roberts of Porthcawl's D class inshore lifeboat was awarded a Silver Medal for outstanding bravery during the rescue of a surfer in very rough seas on 30 December 1994. Crew members Carl and Wayne Evans were awarded the Thanks of the Institution inscribed on Vellum.

In his report George Rawlinson, deputy divisional inspector of lifeboats (west) said:

'The conditions were well outside the operating limits for a D class lifeboat. The station honorary secretary made the difficult decision to launch because the situation was so grave, but also having discussed the rescue with the extremely able and experienced helmsman and seaman and the fact that the casualty was in sight. The service was superbly executed in severe surf, wind and tidal conditions, which demanded the most excellent boathandling and seamanship skills as well as a high degree of bravery and confidence.'

At 1341 on 30 December 1994 a surfer was reported in difficulties off Coney beach. The honorary secretary, John Williams, had been at the station earlier and realised that the deteriorating weather would soon be beyond the Force 7 operating limit of the D class lifeboat. In view of the weather Mr Williams did not launch the lifeboat immediately but went to the station to assess the situation. Meanwhile he asked that the crew pagers be activated.

At about 1330 Helmsman Stuart Roberts was driving along the promenade and decided to go to the lifeboat station in view of the severe weather. Having been told that there was someone in the water he ran to the end of the pier and then telephoned the Coastguard when he saw a surfer caught in a rip tide and waving for help.

Huge waves were piling into the bay and a heavy south-westerly swell was sending green water over the end of the breakwater. The wind was Force 8-9 and



Silver Medal

Thanks
on
Vellum

the tide was flooding. When the honorary secretary arrived the lifeboat was at the top of the slipway ready to launch. A lone surfer could be seen waving for help, about 300m offshore. He was caught in a vicious rip tide and was continually being washed off his board and in imminent danger.

Mr Williams was faced with an agonising decision, for the conditions were well outside the operating limits for a D class lifeboat. He and the helmsman discussed the situation and at 1355 the lifeboat launched, with great difficulty as the wind was pinning her to the breakwater.

It was impossible to head directly towards the casualty as the helmsman had to square the lifeboat up to the walls of broken water, about 4m high and breaking as they reached shallow water. Progress was difficult and dangerous, with the lifeboat constantly filling with water. Helmsman Roberts had to sit on the sponson of the lifeboat to steer, so that he could see over the surf and watch for approaching waves. By using a high degree of seamanship and boathandling skills he was able to close the surfer within two or three minutes.

Helmsman Roberts positioned the life-



Porthcawl West Division

boat head to sea and crew member Wayne Evans grabbed the casualty just as a huge wall of broken water hurtled towards them. Stuart Roberts shouted to let the man go, and powered the lifeboat forward to break through the wave.

He feared that the wave would capsize them, but the wave went right over the lifeboat, swamping it with white water. The helmsman managed to get the boat clear of the surf and turned in to pick the man up, although it took another two attempts before the surfer could be pulled aboard. His was still attached to his board by an elastic cord and as he was dragged aboard the surfboard flew into the lifeboat and nearly knocked out the helmsman, denting his bump cap. Turning the lifeboat square on to each wave helmsman Roberts managed to dash shorewards in each of the troughs.

Keeping the lifeboat just ahead of the following seas he ran her straight up onto the sandy beach to land the casualty.

The honorary secretary, and others, watching from the shore, had seen the lifeboat repeatedly engulfed in broken water and were all amazed that boat and crew could withstand so much punishment.

The crew of Porthcawl's D class lifeboat during the service - Helmsman Stuart Roberts in the foreground (Silver Medal), flanked by crew members Carl and Wayne Evans (Thanks on Vellum)



FIFTY SIX PASSENGERS SAVED BY LIFEBOATS

Two lifeboats on service as high speed passenger ferry runs on to rocks

Both of Jersey's lifeboats, St Helier's Tyne class *Alexander Coutanche* and St Catherine's Atlantic rigid inflatable *Jessie Eliza*, were involved in a service on Easter Monday, 17 April 1995, as a result of an incident which made headlines throughout the country.

The high speed catamaran ferry *Saint Malo* was leaving Jersey's St Helier harbour on a day trip to the neighbouring Channel Islands of Guernsey and Sark and using a narrow channel between offlying rocks and shore when she struck.

The impact severely damaged the port hull of the two-year-old aluminium-built catamaran and she rapidly began to list heavily as it flooded. Her master broadcast a Mayday shortly after 1000, saying that he intended evacuating the 300 passengers on board.

St Helier's Tyne was called within a few minutes, followed almost immediately by St Catherine's Atlantic. The Tyne arrived at the scene, some six miles from her station, at 1035 and the Atlantic – with a longer distance to travel – at 1115.

They joined many other vessels at the scene which were assisting the stricken ferry. The passengers were by now boarding or already in liferafts which had been launched by *Saint Malo*, although some of the rafts had failed to inflate, and several of the passengers had been injured as they transferred from the ferry.

Although conditions were not severe a westerly Force 5 wind was producing a moderately rough sea at the scene.

The lifeboats began picking up passengers from the rafts and assisting in the airlifting of the injured. One of St Helier lifeboat's first aiders was put aboard a liferaft after a woman crushed her foot between a raft and the casualty and he was able to treat her until she could be evacuated by helicopter.

At 1148 *Alexander Coutanche* reported

that she had 55 passenger survivors aboard, one of them injured, while *Jessie Eliza* had one injured passenger aboard.

After standing by while *Saint Malo's* crew were evacuated both lifeboats returned to St Helier to disembark their survivors – *Alexander Coutanche* at 1242 and *Jessie Eliza* at 1315.

All of the 300 passengers and seven crew of the ferry were rescued by the many surface vessels and helicopter at the scene and the casualty was later towed ashore and beached.



A heavily laden *Alexander Coutanche* picks up survivors from *Saint Malo* and her liferafts as the catamaran ferry lists heavily, her port hull holed and flooded, and (below) returning with 55 survivors aboard. *Jersey Evening Post*



APPALLING CONDITIONS DURING LONG TOW

Ten hour service to disabled fishing vessel in gale force winds

The coxswains of both the Penlee and Sennen Cove lifeboats, Neil Brockman and Terry George, have been awarded the Institution's Bronze medal following a joint service to a disabled fishing vessel on 6 December 1994. The service lasted almost ten hours in appalling conditions.

In his report the divisional inspector of lifeboats (south), Capt Hugh Fogarty, said: 'Coxswains Brockman and George carried out this long service in appalling weather conditions and darkness. Gusts were recorded at 82mph. Both crews suffered from sea-sickness, but exhibited coolness and skill in getting their tows connected and co-operated fully with each other throughout the service.'

It was at 1522 that Falmouth Coastguard advised the station that the fishing vessel *Julian Paul* was disabled with a fouled propeller 4 miles south west of the Longships light. The wind was Force 7, and conditions were deteriorating.

At 1530 Sennen Cove's Mersey class *The Four Boys* launched, with Coxswain Terry George in command, and started a very uncomfortable passage to the casualty, with the lifeboat pitching and rolling heavily. Terry George asked Falmouth Coastguard to inform Penlee lifeboat station of the situation and discussed the limited options with the skipper of the fishing vessel.

On arrival *Julian Paul* was found to be a fully laden wood-hulled crabber - lying across the weather and rolling heavily. With good seamanship, boat handling and teamwork the heaving line was passed at the first attempt and a tow connected. Then, by carefully applying power, Terry George took the strain and brought the casualty round head-to-sea. The tow was then lengthened to some 400m by using two lines and a buffer.

The tow commenced at 1605, heading due south, but the lifeboat, pitching heavily and shipping seas and spray overall, could make little headway against the tide. Although the tide would ease and turn in an hour, a forecast of worsening weather and the prospect of even rougher wind-over-tide conditions, led Terry George to ask that Penlee lifeboat launch to assist. At 1630 Penlee's Arun class *Mabel Alice* slipped her moorings and made

best speed for Lands End into a Force 7 to 8 gale.

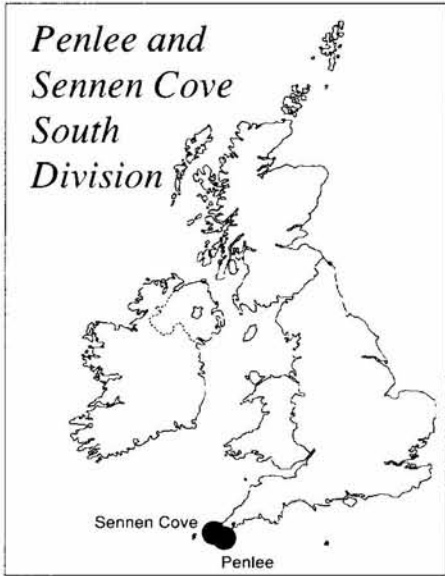
Coxswain George established that there were sufficient deck fittings on the casualty to enable her to be towed by both lifeboats, and Coxswains Brockman and George discussed their strategy by radio.

In the very poor visibility the Penlee lifeboat found the others by using her VHF-DF and Sennen Cove's searchlight shone into the sky. With expert manoeuvring and careful teamwork the Penlee lifeboat crew passed another line to the fishing vessel and Neil Brockman took up the strain. With both lifeboats towing together progress improved immediately, and at 1800 they were making 3 knots.

At 1817 Sennen Cove's tow parted, and it took some time to recover the very long line. However, it became clear that Penlee was towing well alone, so the Sennen Cove lifeboat acted as escort. Steady progress was made but conditions were most unpleasant.



Bronze Medals



On board the Sennen Cove lifeboat the crew were all suffering from sea-sickness, because of the need to keep the wheelhouse door shut in case of capsize.

Meanwhile *Mabel Alice* was continually being swept by spray and driving rain, but at 2030 a huge wave engulfed her and the lifeboatmen feared that the casualty would be swamped. She survived, but the skipper was instructed to get his crew into lifejackets and into the wheelhouse.

When Tater-Du was reached the sea was estimated at 40ft and, although the motion had eased, considerable skill had to be used to control the lifeboats at such slow speeds in such big swells.

It was not until 0014 that Coxswain George was able to go ahead into Newlyn Harbour, to check conditions at the entrance. At 0037 Penlee lifeboat shortened the tow, while Sennen Cove stood by in case anything went wrong. Coxswain Brockman made for the south side of the entrance at best speed, but by the time *Julian Paul* was through two swells had pushed her up to the north side. However, she was brought inside safely and berthed alongside at 0055.



Coxswains Terry George of Sennen Cove, left, and Neil Brockman of Penlee were both awarded a Bronze Medal as a result of their joint service to the fishing vessel *Julian Paul*. They are pictured shortly before receiving their medals at the Annual Presentation of Awards in London.



LIMITED SEA ROOM AND WAVES BREAKING OVER LIFEBOAT

Six fishermen saved from stranded vessel in heavy seas

The Thanks of the Institution on Vellum has been awarded to Coxswain Robert Duffy of Howth lifeboat following a service to a fishing boat in Force 7 winds and heavy seas. The deputy divisional inspector for Ireland, Andrew Clift, said in his report: 'This rescue was carried out in difficult circumstances with very restricted sea room. Its successful conclusion owed much to the local knowledge and boathandling skills of the coxswain.'

At 0603 on 30 November 1994 Dublin MRCC informed Howth lifeboat station that the fishing vessel *Vision* was aground on Lambay Island, 6 miles to the north, and the station's relief Arun class lifeboat *The Duke of Atholl* slipped her moorings at 0615.

The casualty was in radio contact with the lifeboat and reported that she was aground on the south west corner of Lambay Island, holed forward and taking on water. One life raft was in the water alongside, one crew member was adrift in another, and five crew remained on board. At 0630 *Vision* reported that her engine room had flooded and that she only had auxiliary power.

The lifeboat arrived on scene at 0635, to find the wind SE Force 7 with rough seas which continually broke over the lifeboat. A tidal stream swept north west past the casualty at up to 2 knots. Sunrise was due at 0815.

Coxswain Robert Duffy decided to search for the missing crew and life raft, but almost immediately a red parachute flare was fired from the shore and the lifeboat crew could see that the missing crew man had reached safety.

They transferred their efforts to rescuing the remaining five crew still on board the casualty, while the man ashore fired flares to help illuminate the area.

The casualty had been travelling at about 8 knots when she struck and was hard aground on Lambay Island. Netting floated from her starboard side and lobster pot markers were visible within a hundred feet of her port side. She had a 30° list to starboard and rocks could be seen breaking the surface about 10ft along her port side.

Because of the condition of the casualty and the weather conditions, Coxswain Duffy decided that there was no chance of saving *Vision* and, as no heli-

*Thanks
on
Vellum*

copter assistance was available, the coxswain decided to make an immediate attempt to pick up the five survivors.

The casualty's remaining life raft was the wrong side of the rocks to be of any use and the conditions precluded

the use of the Y boat.

The approach to the casualty was hindered by the large seas breaking over the lifeboat, the proximity of the rocks, nets and pot markers and the tide flowing at right angles to the approach route.

The only clear area was the casualty's port quarter, although her rudder and rocks some 12ft forward of her stern presented immediate hazards.

Four lifeboatmen were positioned on



the foredeck to help catch the survivors, and four unsuccessful attempts to put the starboard shoulder of the lifeboat alongside the casualty were made before the first survivor was successfully pulled aboard.

Fifteen attempts were needed to rescue the five survivors still aboard *Vision*, all of them suffering from shock and slight hypothermia.

The lifeboat left the casualty at 0650 and moved round to the lee of the island, where the Y boat was launched to pick up the sixth man from the shore before returning to station.

The survivors declined offers of medical assistance and were transferred, at their request, to another fishing vessel in the harbour.

The relief Arun class *Duke of Atholl* was at Howth when *Vision* ran aground. The last of the Arun class to be built she is pictured here on an earlier occasion – with much more sea room and in far better conditions.



TWO LIFEBOATS AT SEA FOR EIGHT HOURS IN HEAVY SEAS

Fishing vessel towed to safety in storm force winds

Appledore and Ilfracombe lifeboats were both involved in a service to a fishing vessel near Bideford Bar on 31 March 1994. Coxswain Michael Bowden of Appledore lifeboat was awarded the Bronze Medal and Coxswain Andrew Putt of Ilfracombe the Thanks of the Institution on Vellum as a result of the service.

In his report, the divisional inspector of lifeboats (south), Capt Hugh Fogarty, said: 'Coxswains Bowden and Putt carried out their service in extreme weather conditions on an inhospitable coast with shelter only available at certain states of the tide. Both men exhibited excellent seamanship. Despite horrendous conditions the tow was passed at the first attempt.'

Swansea Coastguard had received a Mayday from the fishing vessel *Torridge Warrior* at 1054. She was near Bideford Bar Buoy and had lost one engine. Appledore's coxswain was in the boat-house and monitored the 'Mayday' and, as three crew members were nearby in the boarding boat, the Tyne class lifeboat *George Gibson* was able to slip her moorings just 10 minutes after the call.

As soon as she cleared the lee of the land a very steep sea some 20ft high could be seen breaking heavily on Appledore Bar. Coxswain Bowden used the helm and throttles to make the quickest passage he could through the surf – the worst experienced in 30 years.

The casualty was on the edge of the surf, making very little headway with only one engine. Her wheelhouse windows had been stove in by the seas and she was shipping water.

The lifeboat approached the casualty's starboard quarter in a trough, and then turned head-to-sea to pass along her starboard side – passing the line at the first attempt as she did so. The casualty was quickly towed clear of the Bar, but it was obvious that they could not return to Appledore because of the conditions and the only option was to go to Ilfracombe.

A crewman could be seen on the casualty's deck, bleeding from a head wound, but communication with the casualty had been lost. A helicopter on the scene was able to lower a man with a VHF radio, but the crew refused to abandon.

Torridge Warrior appeared to be down



by the head, but as she was unable to pump out the forward compartment the helicopter returned to shore to pick up a portable pump.

In the meantime Ilfracombe's lifeboat, the Mersey class *Spirit of Derbyshire*, had been launched as the seas off Morte Point, to windward of Ilfracombe, would be very heavy.

The wind had now increased to Storm Force 10 and, with a big following sea, coxswain Bowden was having difficulty preventing the casualty overtaking the lifeboat.

At 1240 the Ilfracombe lifeboat arrived and took up station on the casualty's port side. At 1330 *Torridge Warrior's* sampson

post pulled out of the deck and whipped through the wheelhouse – destroying the instrument panel and controls and leaving her without any engine power.

The casualty had quarter posts to which a tow could be secured so Coxswain Putt moved in quickly and passed a line at the first attempt. The fishing boat was brought carefully round and Ilfracombe lifeboat took up the tow while Appledore stood by on her quarter.

By 1600 all three boats were off Ilfracombe, but could not enter as there was not enough water. It was inadvisable for Appledore to return to her station in the poor weather and darkness, so at 1900 all three entered harbour where *Torridge Warrior* and Appledore lifeboat berthed alongside and Ilfracombe lifeboat was rehoused.

The sea state during the joint service to *Torridge Warrior* can be judged from this photograph of the casualty under tow. When her sampson post carried away Ilfracombe's lifeboat took up the tow from the fishing vessel's quarter posts.



Naming Ceremonies

New lifeboats named and dedicated

Relief – D class

Pride of Nuneaton and Bedworth

The Borough of Nuneaton and Bedworth is over 90 miles from the sea, but the Mayor, Councillor Bob Copland, decided to make the funding of two D class lifeboats the aim of his Civic Appeal. Aided by the Nuneaton and District branch over £23,000 was raised.

The first of the two lifeboats, *Pride of Nuneaton and Bedworth* was dedicated and named at an impressive civic ceremony outside the Town Hall on Sunday 14 May 1995. The chairman of the branch, Clive Plummer, opened the proceedings and welcomed everyone present. He introduced the Mayor who said how grateful he was to all who had helped to raise the money. He then formally handed the lifeboat to the RNLI.

It was accepted by Anthony Oliver, deputy head of fundraising and marketing who expressed the Institution's thanks for the gift and his amazement that people living so far from the sea should raise such a sum. The Mayor's chaplain, the Reverend Edward Pogmore, conducted the service of dedication, blessing the lifeboat with water from the local River Anker and Poole.

The Mayoress, Mrs Elaine Copland, then named the lifeboat in the traditional way and the ceremony was brought to a close by the presentation of a cheque to the appeal by the chairman of the Mercia Health Trust to fund the engines for both lifeboats.

Mumbles – D class and

opening of new lifeboat house

The Mumbles lifeboat station saw a double celebration on Saturday 8 April 1995 with the handing over ceremony and service of dedication for the new lifeboat house and the new D class inshore lifeboat.

Following the national anthems Commodore Bob Hastie, member of the RNLI's committee of management and chairman of The Mumbles lifeboat station, opened proceedings. Rear Admiral Graham CBE, retired director of the RNLI, then handed over the lifeboat and keys to Captain Roy Griffiths, station honorary secretary.

The service of dedication which followed was conducted by Canon Geoffrey Thomas, vicar of Oystermouth and chaplain to the Forces. Mrs Gillian Graham was then asked to cut the ribbon to officially open the lifeboat house.

Swanage – D class *Phyl Clare 2* and new inshore lifeboat house

The morning of 29 April 1995 dawned grey and cool as family, friends and supporters gathered at the Swanage lifeboat station for the handing over and naming ceremony of the station's first new D class lifeboat and the official opening of the new inshore lifeboat house.

Dr William Tudor-Thomas, chairman of Swanage branch opened the proceedings and welcomed the guests, after which Mrs Phyl Cleare handed over the second D class lifeboat which she had generously funded. Her first lifeboat *Phyl Clare* was in the relief fleet and had carried out evaluation trials at Swanage.

Mrs Peggy Brown then handed over the inshore lifeboat house which she had funded in memory of Kenneth Budden, a former assistant honorary secretary of St Helier lifeboat station and skipper of a yacht on which Mrs Brown had crewed for many years.

The lifeboat and boathouse were received by Anthony Oliver, deputy head of fundraising and marketing and accepted by the station honorary secre-



Mrs Phyl Cleare stands alongside Swanage's new D class lifeboat during the naming ceremony for the lifeboat. A previous D class funded by Mrs Cleare is in the relief fleet and had conducted trials at the station prior to the allocation of a permanent boat.

tary, Captain Neil Hardy.

The divisional inspector of lifeboats, south, Captain Hugh Fogarty, spoke on the design and development of the D class lifeboat before the station chaplain, the Reverend Dudley Ractliffe conducted the service of dedication.

Andrew Young, regional manager for the south west, proposed a vote of thanks before Mrs Brown cut the ribbon to officially open the inshore lifeboat house and Mrs Cleare named the lifeboat *Phyl Clare 2*.

Portree – opening of new lifeboat house

Portree's new lifeboat house was dedicated and opened officially on 6 May 1995.

The lifeboat station was opened in 1990 and has a Waveney class lifeboat which lies afloat. A permanent home for crew and the boarding boat was needed and the old fish processing building on the pier was earmarked. Work commenced on gutting and refurbishing the old building at a cost of around £53,000 and the crew facility, boathouse and davit was completed last summer.

The ceremony commenced with Murdo MacArthur, station honorary secretary introducing Ewan Grant, branch chairman who then called upon Archie MacKenzie DL, chairman of the executive committee of the Scottish Lifeboat Council to accept the boathouse on behalf of the RNLI.

Mrs Bernadette George, wife of the former chairman of Portree branch, officially opened the boathouse by unveiling a plaque and the dedication service which followed was conducted by Reverend John Ferguson.

Lochinver

– opening of new lifeboat house

Lochinver's new Penza lifeboat house was officially opened on 1 April 1995.

The new boathouse was funded by a legacy of Mrs Eugenie Boucher, whose generosity has enabled eight boathouses to be funded, including Lochinver.

Mr Roy Hunter, an executor of Mrs Boucher's estate, handed the boathouse over to Lt Cdr Brian Miles, director of the RNLI, and following the service of dedication a plaque commemorating the generous bequest was unveiled by Mr Hunter.

Happisburgh

– D class *Colin Martin*

Following the tragic death of Colin Martin early in 1992 his sister Julie suggested launching an appeal to raise funds for a D class lifeboat to be named in his memory.

On Sunday 2 April 1995, a little over three years later, family, friends and supporters of the appeal gathered at the cliff top location in front of the Happisburgh lifeboat station on a glorious Sunday afternoon to see the results of their efforts – the handing over and naming of the new Happisburgh D class lifeboat.

Mr Jack Hall, branch chairman, opened proceedings and welcomed everyone to the ceremony for what was only the seventh lifeboat to be named at the station in over 100 years.

Miss Julie Martin handed over the new lifeboat on behalf of all those who had been raising funds for her, including members of the Great Yarmouth American Auto Club whose display of vehicles was a unique attraction for a naming ceremony.

Mr Anthony Oliver, deputy head of fundraising and marketing, received the new lifeboat and handed it over to the station honorary secretary, Cedric Cox, for use at Happisburgh lifeboat station.

The service of dedication was conducted by the Reverend John Lines, vicar of Happisburgh, with Gerald Lomax, former honorary secretary and now deputy launching authority reading the lesson.

Colin Martin's widow, Carole, then named the lifeboat *Colin Martin* in memory of her husband before the lifeboat launched to show off her capabilities in front of the large crowd lining the cliff top and the beach.

Torbay – rededication of Arun class *Marie Winstone*

A rededication service was held at Torbay lifeboat station on 26 March 1995 following the allocation of the former Fishguard lifeboat *Marie Winstone* for temporary duty at Torbay. She replaces *Edward Bridges* which was on station from 1975 to 1994 and became the first Arun to be withdrawn from service.

Introduced by the branch chairman, Peter Hosking, the 160 invited guests assembled in chilly conditions with a strong north west breeze blowing in from the sea.

The guests included the branch president, the Mayor of Torbay and the Mayoress. The service was conducted by the station's honorary chaplain, senior superintendent Paul Jarrett JP MBE from the local branch of the Royal National Mission to Deep Sea Fishermen.

Midway through the service the guests were surprised to hear *Marie Winstone's* engines start – the Coastguard had tasked the lifeboat to join in a search for a missing diver.

The timing left Paul Jarrett rather nonplussed, as he was about to ask Coxswain David Hurford to read a lesson – and he was already leaving with the only copy! However, an alert crew member was able to produce the station's bible.



The Arun class lifeboat *Marie Winstone* at her rededication ceremony in Torbay. Soon afterwards she was called away on a service to search for a missing diver and the ceremony had to proceed without her!

Acting honorary secretary Barrie Foster, expressed the station's appreciation to the RNLI for allocating *Marie Winstone* and wished the crew and the lifeboat every success in her duties at sea.

Captain Hugh Fogarty, divisional inspector south, gave a brief history of the boat, explaining that she had had a complete refit before arriving, and confessed that he had never before had the star of the ceremony disappear!

Andrew Young, regional manager for the south west, added his praise for the work of the branch committee and crew, reminding guests that the Torbay station was the third busiest in the British Isles. *Photo Mike Peters*

Relief – D class *G C H Fox*

On 6 December 1994, former bridge correspondent for the Daily Telegraph, G.C.H. Fox, named a D class lifeboat at the Institution's depot in Poole.

The lifeboat was the third to be funded by the Charity Challenge Cup organised by Better Bridge in Britain, the first being presented at the end of 1992 and named *Jill Gatti* after the Cup's founder and the second lifeboat named *Palmer Bayer* by his widow Peggy in June 1994.

At the ceremony in Poole, Anthony Oliver, deputy head of fundraising and marketing, accepted the lifeboat for use in the relief fleet from Mrs Christine Duckworth, executive director of Better Bridge in Britain.

Following a service of dedication by the Rector of Poole, the Reverend Stanley Holbrooke-Jones, Mr Fox named the lifeboat *G C H Fox*.

Arbroath – D class *Coachmakers of London*

The spirit of Lionel Lukin, the 18th century coachmaker who invented the forerunner of the modern day lifeboat, lives on in Arbroath's new D class lifeboat *Coachmakers of London*. Lukin, who used cork and airtight boxes to convert a 20ft yawl into an 'unimmovable' boat, was Master of the Worshipful Company of Coachmakers and

Coach Harness Makers of London in 1793. In 1993, the bicentenary of Lukin's Mastership, the company adopted the RNLI as its charity and raised £10,000 to fund the lifeboat.

Saturday 15 April 1995 saw the handing over of the lifeboat to the RNLI at Arbroath lifeboat station by Andrew Ferguson, Past Master of the Worshipful Company of Coachmakers and Coach Harness Makers. The Hon. Mrs H. Douglas-Home, a vice convener of the Scottish Lifeboat Council, accepted the lifeboat on behalf of the Institution and following a service of dedication, Mr Ferguson's wife, Elizabeth, named her *Coachmakers of London*.

A new sales outlet was then officially opened by the Countess of Airlie.

Abersoch – new lifeboat house

The new lifeboat house at Abersoch was officially opened and dedicated at a ceremony on Saturday 1 April 1995.

Built better to house the station's Atlantic 21 lifeboat it provides in-line accommodation for the lifeboat and tractor, a crew room for training purposes, changing room, toilets and a shower for the crew.

Proceedings were opened by John Gwilym Jones, chairman of Abersoch lifeboat station and Commodore George Cooper RD FNI RNR, chief of operations, was then invited to hand the boathouse into the care of the station. It was accepted by Barry McGill, station honorary secretary.



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PAST...AND...PRESENT

25 years ago

From The Life-Boat of 1970

At the RNLI's Annual General Meeting and Presentation of Awards in 1970 the then Chairman, Admiral Woods, referred to the recent formation of the Yachtsman's Life-boat Supporters Association – the forerunner of today's Membership scheme and the awards were made by its first member, round-the-world sailor Sir Alec Rose.

'Admiral Woods referred to the measures taken to invite greater support from a section of the community who make increasing calls on our boats and crews – namely those who put to sea for their own pleasure. At the beginning of the year the Yachtsman's Life-boat Supporters Association formally came into being, and by the end of the year it had over 3,000 members (*today we have some 220,000 members-Ed*). This was a beginning and they looked forward to a time when every yacht or small boat sported the Y.L.A flag.

The first member of the Y.L.A. was the man who launched it – Sir Alec Rose. Sir Alec consented, in the unavoidable absence of the President of the R.N.L.I., the Duke of Kent, to present the awards.

Sir Alec, the round-the-world sailor and navigator, moved the customary resolution...

The speaker said that as a boy he had read the stories of great big square-rigged ships and the many stories of the heroism of the life-boatmen. Many times he had stood and looked across the water from the Downs to the Goodwin Sands. Sir Alec knew of the terrible tidal currents of the Goodwins and knew that to take a life-boat there in a storm needed great courage.

Sir Alec, like the true sailor he is, spoke with reverence of the power of the sea: 'No one knows the sea, which is a great leveller that soon cuts the big-headed sailor down to size. In the tremendous gales I have experienced round the world I was often frightened as I set my course, but I did feel at those times that there was another hand on the tiller, and it was a great comfort. One cannot go to sea in those conditions without being aware of a higher being watching over us, and sailors are invariably God-fearing types. I have said this before, but they who go down to the sea in ships, they see the works of the Lord, and it is really true.

Sir Alec referred to 'murmurs of nationalisation', saying: 'It would be a sad day for the R.N.L.I. if it ever came to that. We would indeed hold our heads in shame, I think, and look and tremble at what it would be. Our present administration at head office would quickly treble or quadruple in size with people going about being answerable to ministers and whatever government was in office, and it would not be the same at all; our life-boatmen would come under this canopy and would feel different about the whole job, I am sure. The whole essence of this is voluntary work and we are extremely lucky in having the Ladies' Guilds all over the country...'

Today's lifeboatmen

Richard Davies, coxswain of Cromer lifeboat, first joined the crew in 1962 and then served as second coxswain from 1975 until his appointment as coxswain in 1976. Richard was also a crew member of the station's inshore lifeboat from 1967 to 1978.

In 1973 he was awarded the Thanks of the Institution on Vellum in recognition of his meritorious action in supporting Dr Barclay in his hazardous transfer to the trawler *Boston Jaguar* to treat an injured man, for which the doctor received a Bronze medal.

Another vellum was accorded to Richard in 1989 for towing to safety the yacht *Phaedra* and thus saving the lives of its crew of two on 29 September 1988.

In 1994 he was awarded a Bronze medal in recognition of his courage, leadership and outstanding seamanship when, on the afternoon of 13 October 1993, the Tyne class lifeboat *Ruby and Arthur Reed II* rescued the crew of five and saved the yacht *Happy Bear* which had suffered steering failure off Cromer in storm force winds and 35ft seas. The launch of the lifeboat for this service was the roughest that the station had experienced in the 30 years that the coxswain had been involved.



Facts and Figures

Provisional statistics as at 24 May 1995 show that so far during 1995:

- The RNLI's lifeboats were launched 1,004 times (an average of more than 7 launches a day)
- 274 lives were saved (an average of 2 a day)
- Some 11% of all services carried out by lifeboats were in winds of Force 8 and above
- More than 40% of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 281 lifeboats on station
- To 24 May 1995, 127,083 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 |

In conference

The RNLI's Head of Public Relations, Edward Wake-Walker, concludes his report from the 1995 International Lifeboat Conference with a look at the development of new lifeboats around the world and initiatives to improve safety at sea

There is a common thread running through the design of every new lifeboat – the struggle to combine speed with ability in extreme conditions. Inherent self-righting ability is a feature of most new all-weather designs throughout the world, although one exception is the smaller of the Dutch fast rigid inflatables, the 10.6m Valentyn class. She has an open wheelhouse, and although she will right herself automatically from up to 135° she relies on a manually operated righting bag in a total capsized.

Holland

The conference was shown some breath-taking footage of both the Valentyn and the 14m Johannes Frederik class sprinting through heavy seas during recent gales. There are now seven of the former in operation and five of the latter. The Dutch have begun working on the prototype of a smaller (9m) version of the Valentyn and have also modified the hull on their latest Johannes Frederik boat. By deepening the V forward and using a finer, extended bow they hope to reduce the amount of lift in a head sea and to lessen slamming.

Italy

One country very keen to acknowledge the value of the ILF was Italy, whose Coast Guard's membership has enabled them to obtain plans to build multi-purpose boats based on the RNLI's Barnett and Arun classes. In a recent move to separate their search and rescue role from other duties they have embarked on a programme of building rigid inflatables, following the Dutch Valentyn design, to be used exclusively as lifeboats.

Aland

Aland, the Finnish island in the Baltic sea with a lifeboat organisation of its own, had a cautionary tale for other small lifeboat societies designing new lifeboats from scratch. With very limited resources and under local government control they set out to build a one-off all-weather 16m boat. Although they will finally end up with a serviceable lifeboat, their lack of direct control over the project meant that it went way off course, fell months behind schedule and produced a boat five tonnes over the specified weight.

France

A much happier story came from the French who needed a specialised boat for their station on the island of Ushant, where the unique launching conditions required better protection of keel and propellers than standard French lifeboats could provide. In the process of designing this boat they also successfully developed an improved method of providing engine ventilation in the event of capsize. Instead of using flaps to prevent water entering the vents on this new lifeboat are on the transom where the boat's stern-up attitude when inverted keeps them clear of the water.

USA

Meanwhile in the USA, a painstaking programme of operational evaluation has been taking place with the proto-

type and five pre-production versions of the 47ft aluminium lifeboat developed for the US Coast Guard. Six typical stations and crews were selected for the trial and the feedback was plentiful and informative. The results were very encouraging, not least the excellent towing ability of this craft. One of the boats suffered a 137° roll during evaluation near the Oregon Inlet, and although she righted successfully the Americans are investigating the stalling of one engine during the knock-down, a fault which also occurred on another boat after a 53° roll.

Britain and Ireland

The RNLI was also able to update delegates on its programme of development and evaluation of the Severn and Trent class prototypes. Some of the modifications incorporated in the production boats and resulting from feedback from the coast included a bow thruster for the Severn and revised wheelhouse configuration on both classes.

Safety at Sea

If the business of lifeboats is to react to incidents, the business of the conference extended a little further – to consider the prevention of incidents. In his address to inaugurate the conference the outgoing President of Uruguay, Dr Luis Alberto Lacalle, emphasised his concerns that seafarers minimised the risks to themselves and their rescuers. The same view was echoed by IMO chief, William O'Neil, who, while praising volunteer lifeboat crews, expressed his grave disappointment that so many countries had failed to keep their promise to install shore-based GMDSS facilities and that only 15% of all ships had so far been adapted for the system.

For the first time at an International Lifeboat Conference, the Dutch, the Irish and the UK coastguard organisations addressed papers about their operation and the measures they take to ensure safety on the sea.

An intriguing paper from the Italians described a 'Safe Beaches Project' whereby mobile lifeguard/lifeboat stations were set up at busy public beaches during the peak holiday periods. These temporary stations took the form of a caravan and an inflatable boat on a trailer and took care of all beach safety and rescue.

Finally, if one benefit of this conference was to learn from others' experience, the paper by the RNLI on sea safety and the use of statistics showed how more lessons can be drawn from past mishaps. The Institution is developing a computer programme which will help it, and other safety organisations, analyse the causes of accidents to seafarers from the detailed computerised records kept of every lifeboat mission. Four years from now when the next conference takes place in the UK there should be some useful information to pass on to fellow lifeboat societies from this valuable data base.



Ramsgate remembered

Reading Ken Baker's letter in the Spring issue reminded me that I also had reason to be grateful to the Ramsgate lifeboat.

I also had the same experience as he but was taken aboard a small Dutch collier which set out a little after midnight. With the dawn the hard-worked engine gave out and we wallowed around in mid channel until the Ramsgate lifeboat took us in tow.

We eventually got into Ramsgate at about teatime after what must have been one of the longest cross Channel journeys ever! Whether this was before or after Ken Baker's rescue I have no way of knowing, even the exact date eludes me, apart from it being the end of May.

It was sufficient that we made it and our feelings of gratitude to the lifeboat crew and that of the little collier stayed with us for ever.

A little postscript to the above – we watched several much faster ships passing us on our slow journey, not least my friend's destroyer, the *Esk*, which went past three times at near 30 knots as against our 3 or so!

Bob O'Brien,
Goring by Sea, Sussex.

Sam Webber, a postscript

I was indeed surprised at the size of the £300,000 bequeathed to the RNLI by Sam Webber of Plymouth, as related in the Spring issue, page 319.

Sam was a boyhood friend of my father in the first decade of this century when they both lived at Devonport, where indeed Sam lived all his life. I recall his bungalow being built there 60 or more years ago when as a schoolboy I used to sail from the beach across the road from it. A few years ago I took my own children to visit him, he was as bright as a button and hugely entertaining as ever. They were fascinated by his tales of the sea and of crewing in the Earl of Mount Edgcombe's yacht in pre-war days. His motor cruiser was named *May* after his wife and until she died they used to spend the summer months on board moored in the River Yealm.

The RNLI was not his only contact with an emergency service. During the last war he supervised a section of Plymouth's emergency repair organisation which made temporary repairs to houses damaged in the blitz to make them habitable. His resourcefulness, skill and never failing cheerfulness admirably fitted him for the task of bringing relief to the hard pressed citizens of a town that was a base for all three fighting services and hence a prime target for the Luftwaffe.

I am proud to have known Sam and delighted that he crowned his long life with such a magnificent donation to the cause of saving lives from the sea that was his passion.

D. J. Taylor,
hon. press officer, Abingdon branch.

No visible means of propulsion...

Reading about the test launch of the lifeboat at Hunstanton with the aid of a tractor, brought back memories of my boyhood when I used to watch the testing of the RNLI tractors after they had been overhauled at F.A. Standens Works at St Ives in Huntingdonshire.

These tractors were driven down a slope into the Great Ouse river, the driver being clad in armpit waders, where the tractor was completely submerged with just the extended air intake and exhaust pipes visible above the water. The driver was then returned to the bank by a boat, the tractor being left with its engine still running.

After a suitable time the driver was returned to the tractor, which then returned to the bank. This caused quite a stir among holiday-makers who suddenly became aware of a man standing in the middle of the deepest part of the river, especially as their view of the air intake and exhaust pipes were obstructed. To see this man, suddenly and apparently without effort, start to glide towards the bank, left many a holidaymaker with their mouths wide open.

I only wish there had been more home movie cameras about in those times.

Phil Radford,
Lowestoft, Suffolk.

Underwater tractors...

The 75 years ago column in the Spring issue raised interest in the Hunstanton boathouse. The story is one of our stock 'olden days' tales related to visitors. We have a fine model of the trial tractor with the carriage. It is strange that as no less a person than the deputy surveyor of machinery nearly got wet, he did not suggest water-proofing the driver.

Victor Dade, our driver for many years, is full of praise for the luxury 'underwater' Talus MB-4H tractor now on station. Launching tractors here have proved to be invaluable over the years and they even have their own service board recording rescues by the tractor without the use of the lifeboat.

David Harrison,
honorary secretary, Hunstanton
lifeboat station.

Mystery of Lindisfarne

I was intrigued by David Herriott's letter in the Spring 1995 issue about the old lifeboathouse on Lindisfarne.

In 1955 as a teenager, I visited Holy Island with my mother, brother and our alsatian dog on a boat trip from Seahouses. When the time came for the return journey the tide was way out and we had to embark through the lifeboathouse and down the launching slip. We could see the rocks far below. Half of the steps gleamed with fresh black paint. The central runner was newly greased and we could not use the handrail. My mother, clutching my eight-year-old brother and I, gripping the terrified dog, had to place our feet very accurately on the remaining narrow treads – not an experience to be forgotten.

I have not managed to find that boathouse on subsequent visits – via the splendid causeway – and my husband thinks I dreamed the whole episode! I think it must have been the successor to Mr Herriott's boathouse, later closed in 1968, but wherever was it? The mystery is half solved!

Penny Keevil,
Rowlands Castle, Hants.



Membership News

Governors • Shoreline • Storm Force

Membership by Instalments

If you currently subscribe by direct debit you may be interested to hear that we can now offer the facility to pay by monthly or quarterly instalments. It is uneconomical to collect small amounts by direct debit, but for as little as the minimum of £4 a month you can spread your payment over the year.

We have tested the reaction to this proposal with a number of members and have received a wonderful response. In fact, many people have been pleased to increase the amount of their subscription to the monthly minimum so that they may benefit from this flexible way of supporting the Institution.

If you would like to subscribe by monthly or quarterly direct debits simply contact Membership Services at Poole on (01202) 671133. Tell them your chosen amount and frequency and your payment will be amended for you with immediate effect.

Deed of Covenant

Thank you to all those members who completed the deed of covenant enclosed with the Spring 1995 issue of THE LIFEBOAT. At the time of writing, 547 new covenants have been received, generating a further £3,000 in annual income for the RNLI.

Response is still coming in, but if you

missed the opportunity to sign a covenant, please contact Membership Services on (01202) 671133 who will be pleased to supply you with a form. Don't forget, you can add a further third in value to your subscription – at no cost to yourself.

Recruitment Plans

Plans are well underway to recruit new supporters through various activities. A mailing was sent out in April to over 80,000 selected addresses, and tested two different mailing packs. A 'door drop' (an unaddressed mailing via the post-

man) of almost 400,000 was distributed in May, again testing two different packs. Recruitment through the national press and magazines continues, including a new advertisement featuring Bronze Medal awardee Neil Brockman which appeared in four national newspapers on the day of the AGM and bravery awards.

Inside this issue of THE LIFEBOAT you will find an insert promoting membership. Please help to recruit new supporters by passing it on to a friend or relative who may wish to join, or perhaps by considering giving membership to someone as a gift. Thank you.

Drumming up a Storm!

Storm Force members will be taking part in a number of rallies organised exclusively for them this summer. By the time this issue appears Northern Ireland will have held its first ever rally, in Bangor, and South Shields will have welcomed children in the North East.

Other rallies and events for children are planned for:

- Calshot** – Saturday 16 July
- Milton Keynes** – Saturday 22 July
- Selsey** (West Sussex) – Saturday 30 July
- Fleetwood** – Saturday 9 September
- Carsington Water** (Derbyshire) – Saturday 16 September
- Holyhead and Trearddur Bay** – Sunday 17 September

If you have a Storm Force child or grandchild who does not live in the immediate area or for some reason has not been invited and would like to attend please contact Storm Force Headquarters as soon as possible and speak to Cindy Vincent or Georgette Purches in Public Relations.

Storm Force Rallies, even though some of them are inland, give the children a chance to mix with other members and to hear something about the lifeboat service which they support. Their enthusiasm is fantastic.

For further information please contact Georgette Purches, deputy head of public relations on (01202) 671133.

LIFEBOAT SERVICES

November and December 1994, January and February 1995
Continued from page 21

- Valentia**, Co Kerry
52ft Arun ON 1082: Dec 29, Jan 13 and Feb 24
- Walmer**, Kent
Atlantic 21: Dec 18, Jan 15, Feb 2 and 26
- Walton and Frinton**, Essex
47ft Tyne ON 1075: Nov 13 and Jan 7
Relief 47ft Tyne ON 1133: Feb 26
- Wells**, Norfolk
12m Mersey ON 1161: Nov 3, 28 and Dec 30
- West Kirby**, Merseyside
D class: Dec 4
- West Mersea**, Essex
Atlantic 21: Nov 2, 13, 19, 20, Dec 4 (three times), 14, 28 (twice), 30, 31 (twice), Jan 3, 7, 28 and Feb 4
- Weston-super-Mare**, Avon
Atlantic 21: Dec 11, 12, and 24
D class: Dec 12
- Weymouth**, Dorset

- 54ft Arun ON 1049: Nov 3, 7, 13, Dec 17, Jan 1, 24, 25, 27, Feb 11, 19 (twice) and 28
- Whitby**, North Yorkshire
Relief 47ft Tyne ON 1133: Nov 2, 12, 21, 26, Dec 3 and 10
- 47ft Tyne ON 1131: Dec 24, Jan 7, 9, 15 (twice), 16, 26, Feb 8, 13 and 22
D class: Nov 19 and 20 (twice)
- Whitstable**, Kent
Atlantic 21: Dec 1, 3, 18, 20, Jan 2, 12 and Feb 15
- Wick**, Highland
47ft Tyne ON 1121: Nov 2, 22, 23, 29, Jan 6, 7 and Feb 23 (twice)
- Wicklow**, Co Wicklow
47ft Tyne ON 1153: Nov 27
- Workington**, Cumbria
47ft Tyne ON 1141: Nov 9 and 10

- Yarmouth**, Isle of Wight
52ft Arun ON 1053: Nov 19, Dec 2, 4, 7, 14, Feb 10, 20 and 23
- Lifeboats on Passage**
52ft Arun ON 1113: Feb 2

Lifeboat Services

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

LIFEBOAT SERVICES

- Aberdeen**, Grampian
54ft Arun ON 1050: Feb 11 and 12
D class: Jan 8
- Abersoch**, Gwynedd
Atlantic 21: Jan 1
- Aberystwyth**, Dyfed
Atlantic 75: Nov 6 and 11
- Aith**, Shetland
Relief 52ft Arun ON 1062: Nov 3 and 6
52ft Arun ON 1100: Dec 31
- Aldeburgh**, Suffolk
12m Mersey ON 1193: Nov 12, Jan 2, 18 and Feb 24
- Alderney**, Channel Islands
Relief 14m Trent ON 1180: Dec 19
- Amble**, Northumberland
44ft Waveney ON 1004: Nov 12 (twice), Dec 9 and Feb 12
- Angle**, Dyfed
47ft Tyne ON 1114: Nov 20, Dec 7, 16, Jan 8 and Feb 25
- Anstruther**, Fife
12m Mersey ON 1174: Feb 9 and 21
- Appledore**, North Devon
47ft Tyne ON 1140: Nov 26, Dec 3, 5, 15 (twice), Jan 1, Feb 13, 14 and 15
Relief Atlantic 21: Nov 26, Feb 15 and 16
Atlantic 21: Dec 3, 11, 13, 15 (twice), Jan 1 and 2
- Arbroath**, Tayside
12m Mersey ON 1194: Jan 29, Feb 21 (twice) and 26
D class: Dec 20, Jan 29 and Feb 26
- Arranmore**, Co Donegal
47ft Tyne ON 1111: Dec 19, Jan 2, 24, Feb 2, 9, 10 and 22
- Atlantic College** (St Donat's Castle), South Glamorgan
Atlantic 21: Nov 4 and Jan 12
- Ballycotton**, Co Cork
52ft Arun ON 1067: Nov 28, Jan 23 and Feb 23
- Ballyglass**, Co Mayo
52ft Arun ON 1159: Nov 26 and Feb 2
- Baltimore**, Co Cork
47ft Tyne ON 1137: Nov 11 and Jan 26
- Bangor**, Co Down
Atlantic 21: Nov 3 and 18
Relief Atlantic 21: Dec 17, Jan 8 (twice), Feb 17 (twice) and 19
- Barmouth**, Gwynedd
12m Mersey ON 1185: Jan 7
D class: Nov 8 and Jan 7
- Barra Island**, Western Isles
52ft Arun ON 1143: Feb 22
- Barrow**, Cumbria
47ft Tyne ON 1117: Nov 5, 29 and Jan 23
- Barry Dock**, South Glamorgan
52ft Arun ON 1018: Nov 27, Dec 11, 22 (twice), 23, 31, Jan 1, 28 (twice) and Feb 7
- Beumaris**, Gwynedd
Atlantic 21: Nov 5, 6, 7, 19, 21, Dec 3 (twice), 26, Jan 26, Feb 5 and 18
- Bembridge**, Isle of Wight
47ft Tyne ON 1126: Nov 6, Jan 6, Feb 5 and 11
D class: Feb 3
- Berwick-upon-Tweed**, Northumberland
12m Mersey ON 1191: Nov 22, Dec 14 and Jan 26
- Blackpool**, Lancashire
D class: Dec 2 (twice)
- Blyth**, Northumberland
44ft Waveney ON 1079: Dec 10, 16 and Feb 21
- Borth**, Dyfed
D class: Jan 1
- Bridlington**, Humberside
12m Mersey ON 1124: Nov 30, Dec 15, 29 and Jan 16 (twice)
Relief 12m Mersey ON 1169: Jan 22
D class: Nov 5 and 20 (twice)
- Brighton**, East Sussex
Atlantic 21: Nov 16, Dec 10, 20, Feb 12 and 19
- Buckie**, Grampian
52ft Arun ON 1093: Nov 5, 18, Feb 4 and 12
- Bude**, Cornwall
D Class: Nov 5
- Burnham-on-Crouch**, Essex
Relief D class: Dec 2, 3 and 4
D class: Jan 2 and 12
- Burry Port**, Dyfed
D class: Nov 1 and 6
Relief D class: Nov 13
- Calshot**, Hampshire
33ft Brede ON 1104: Nov 5 and 13
Relief 33ft Brede ON 1090: Feb 1
- Campbeltown**, Strathclyde
Relief 52ft Arun ON 1103: Jan 3
- Cardigan**, Dyfed
Relief C class: Nov 19, Dec 4, 23 and Feb 10
C class: Feb 4
- Clacton-on-Sea**, Essex
Atlantic 21: Nov 8 and Dec 2
D class: Dec 2 and 18
Relief Atlantic 21: Dec 30, Feb 12 and 19
- Cleethorpes**, Humberside
D class: Dec 1, 24, Jan 1, 8, 14, 29 and Feb 17
- Clifden**, Co Galway
C class: Nov 15 and Dec 7
- Clogher Head**, Co Louth
12m Mersey ON 1190: Jan 8, Feb 5 and 8
- Conwy**, Gwynedd
Relief D class: Nov 5, 22, Dec 4 and 10
- Criccieth**, Gwynedd
Atlantic 75: Dec 31
- Cromer**, Norfolk
47ft Tyne ON 1097: Nov 2
- Cullercoats**, Tyne and Wear
Atlantic 21: Nov 15 and Feb 13
- Donaghadee**, Co Down
52ft Arun ON 1107: Nov 6, Jan 6, 8 and 30
- Douglas**, Isle of Man
47ft Tyne ON 1147: Nov 4 and Jan 12
- Dover**, Kent
Relief 52ft Arun ON 1108: Nov 3, 23, Dec 18, Jan 1 (twice), 9, 22 (twice) and 23
50ft Thames ON 1031: Feb 3, 5, 7, 16 and 21
- Dun Laoghaire**
Relief 44ft Waveney ON 1003: Feb 19
D class: Nov 27, Dec 11 (twice) and Dec 26 (three times)
- Dunbar**, Lothian
44ft Waveney ON 1034: Nov 27 and Jan 2
- Dungeness**, Kent
12m Mersey ON 1186: Nov 19, Dec 4, 30, 31, Jan 17, Feb 13, 16, 21 and 28
- Dunmore East**, Co Waterford
Relief 44ft Waveney ON 1003: Nov 29, Dec 4 and 13
44ft Waveney ON 1035: Dec 26, Jan 16, 20, Feb 6, 18, 19, 20, 21, 22, 23 (twice), 25, 26 and 27
- Eastbourne**, East Sussex
12m Mersey ON 1195: Nov 4, 6, 15, 24, 27, Jan 3 (twice), 28 (twice) and Feb 27 (twice)
Relief D class: Nov 20 (twice), 25 and Dec 2
D class: Dec 31, Jan 28 and Feb 03
- Exmouth**, South Devon
44ft Waveney ON 1045: Nov 6 (twice), 8, 9, 20, Dec 28, Jan 14 and 22
Relief D class: Nov 4, 6 (twice), 8 (twice), 9, 10, 12, 20, and Dec 18
D class: Jan 22 and Feb 26
- Eyemouth**, Borders
44ft Waveney ON 1026: Nov 6, Dec 17, 22, Jan 10, 26, 29, Feb 3, 8, 11 and 28
- Falmouth**, Cornwall
52ft Arun ON 1058: Nov 13, Jan 15, 23, 29, Feb 3 and 23
Relief Atlantic 21: Nov 9, 13, Dec 4, 21 and 23
- Fenit**, Co Kerry
52ft Arun ON 1081: Nov 1, Jan 1, 4 and Feb 1
- Filey**, North Yorkshire
Relief 12m Mersey ON 1184: Dec 15
12m Mersey ON 1170: Feb 26
- Fishguard**, Dyfed
Relief 52ft Arun ON 1150: Nov 7 and 10
- Flamborough**, Humberside
Relief Atlantic 75: Nov 26, Dec 15, Jan 22, 30, Feb 6, 12 and 14
- Fleetwood**, Lancashire
47ft Tyne ON 1156: Nov 26 (twice), Dec 17, 26, Jan 23 (twice), Feb 2 and 11
D class: Nov 26 (twice), Jan 14 and Feb 11
- Flint**, Clwyd
D class: Jan 14 and 24
- Fowey**, Cornwall
44ft Waveney ON 1028: Dec 26, Feb 22 and 28
- Fraserburgh**, Grampian
47ft Tyne ON 1109: Jan 16
- Galway Bay**, Co Galway
52ft Arun ON 1118: Nov 1, Dec 1, 17, Jan 1 (twice), 24 and Feb 8
- Girvan**, Strathclyde
12m Mersey ON 1196: Dec 3, Jan 7 and 24
- Great Yarmouth and Gorleston**, Norfolk
44ft Waveney ON 1065: Jan 1
Atlantic 21: Nov 17, Jan 16, Feb 18 and 20
Relief Atlantic 21: Jan 1
- Hartlepool**, Cleveland
44ft Waveney ON 1044: Nov 7, 13, 23, 28, 29 and Jan 10
Atlantic 21: Jan 9 and Feb 12
- Harwich**, Essex
44ft Waveney ON 1060: Nov 12, Jan 6 and 15
Atlantic 21: Dec 2, 4, 12, Jan 2, 6, 15 and Feb 26
- Hastings**, East Sussex
12m Mersey ON 1125: Nov 6 (twice), Dec 30, Jan 8 and Feb 16
D class: Nov 5, 17 and 21
Relief D class: Feb 23
- Hayling Island**, Hampshire
Relief Atlantic 21: Nov 8, 16, Dec 25, 26, 27, Feb 11, 12 and 19
Relief Atlantic 75: Jan 15 and 21 (twice)
- Helensburgh**, Strathclyde
Atlantic 21: Nov 1, 6, 7, 20, 24 and Dec 8
Relief Atlantic 21: Dec 18, Jan 1, 8, 14 and 19
- Holyhead**, Gwynedd
Relief 47ft Tyne ON 1146: Nov 11 and 15
47ft Tyne ON 1095: Jan 28
Relief D class: Nov 6 and Jan 22
- Horton and Port Eynon**, West Glamorgan
Relief D class: Jan 2
D class: Feb 26
- Howth**, Co Dublin
Relief 52ft Arun ON 1160: Nov 5, 20, 30, Dec 30 and Jan 7
- Hoylake**, Merseyside
12m Mersey ON 1163: Nov 2, 24, 26, Jan 2 and 10
- Humber**, Humberside
52ft Arun ON 1123: Nov 3, 17 (twice), 23, Jan 17 and Feb 5
- Hunstanton**, Norfolk
Atlantic 21: Nov 16, Dec 14, Jan 28, Feb 12, 19 (twice), 26
- Ilfracombe**, North Devon
12m Mersey ON 1165: Nov 16, 17, 19, Jan 29, Feb 11 (twice) and 14
Relief 12m Mersey ON 1162: Feb 26
D class: Feb 20
- Invergordon**, Highland
44ft Waveney ON 1033: Jan 10
- Islay**, Strathclyde
50ft Thames ON 1032: Nov 3, 5 and Feb 20
- Kilkeel**, Co. Down
Relief Atlantic 21: Nov 15, Jan 11, 14 and Feb 7
- Kilmore Quay**, Co Wexford
12m Mersey ON 1187: Nov 5, 18, 28, Dec 13, Jan 10 (twice) and 13
- Kinghorn**, Fife
Relief C class: Nov 14 and Dec 1
- Kirkwall**, Orkney
52ft Arun ON 1135: Dec 12, 23 and Jan 3
- Largs**, Strathclyde
Relief Atlantic 21: Nov 8, Dec 6, 7, Jan 1, 7 (twice), 29 and Feb 5

November and December 1994, January and February 1995

- Larne, Co Antrim**
D class: Nov 7 (twice), Jan 30, Feb 3 and 4
- Lerwick, Shetland**
52ft Arun ON 1057: Nov 4, 7, 20, 21, Dec 5, 11, 14, 15, 17, 30, Jan 7, 10, 11 (three times) and Feb 24
Relief 52ft Arun ON 1103: Feb 16
- Littlehampton, West Sussex**
Relief Atlantic 21: Nov 17, Dec 18 and Feb 20
- The Lizard, Cornwall**
47ft Tyne ON 1145: Jan 8 and 28
- Llandudno (Orme's Head), Gwynedd**
12m Mersey ON 1164: Nov 12, Dec 4, Jan 28 and Feb 11 (twice)
Relief D class: Nov 10 (twice), Dec 3 and Jan 20
- Lochinver, Highland**
52ft Arun ON 1144: Nov 3
- Looe, Cornwall**
D class: Nov 18 and Feb 25
- Lough Swilly (Buncrana), Co Donegal**
D class: Jan 30, 31, Feb 18 and 19 (three times)
- Lowestoft, Suffolk**
47ft Tyne ON 1132: Feb 11 and 24
- Lyme Regis, Dorset**
Atlantic 21: Nov 5, 8, 18, 20, Dec 24, Jan 14, Feb 4, 18 and 19
- Lymington, Hampshire**
Atlantic 21: Dec 25 and Jan 28 (twice)
- Lytham St Annes, Lancashire**
47ft Tyne ON 1155: Jan 10 and Feb 19
Relief D class: Dec 21 and Feb 19
- Mablethorpe, Lincolnshire**
D class: Nov 19
- Macduff, Grampian**
Atlantic 21: Nov 3
- Mallaig, Highland**
52ft Arun ON 1078: Nov 15, Dec 5 (twice) and Jan 22
- Margate, Kent**
12m Mersey ON 1177: Nov 26 (twice), 28, Jan 8, 22 and Feb 15
Relief D class: Nov 2
- Minehead, Somerset**
Atlantic 75: Feb 11
- Moelfre, Gwynedd**
47ft Tyne ON 1116: Jan 4 and 28
D class: Nov 6 (twice), Dec 3, 20 and Feb 26
- Montrose, Tayside**
47ft Tyne ON 1152: Nov 7
D class: Nov 7 and 9
- Mudeford, Dorset**
Atlantic 21: Nov 17 and 20
Relief Atlantic 21: Nov 26, Dec 30, Jan 6, 20, Feb 1 and 26 (twice)
- The Mumbles, West Glamorgan**
47ft Tyne ON 1096: Dec 18 and Jan 11 (twice)
D class: Jan 7, 12, 14 (twice) and Feb 26 (twice)
- Newbiggin, Northumberland**
Atlantic 21: Feb 3, 10 and 12
- New Brighton, Merseyside**
Atlantic 21: Nov 4, 6, 10, 22 and 24
- Relief Atlantic 21: Feb 7, 8 and 20**
- Newcastle, Co Down**
12m Mersey ON 1188: Nov 3, 23, Dec 27, 29, Jan 3, 8 and 23
- Newhaven, East Sussex**
52ft Arun ON 1106: Nov 2, 4, 6, Dec 6, 7, Jan 8, 13, Feb 11 and 22
- Newquay, Cornwall**
Relief C class: Nov 25, Dec 17 and Jan 22
- New Quay, Dyfed**
12m Mersey ON 1172: Nov 3 and Dec 26
Relief D class: Feb 10
- North Berwick, Lothian**
D class: Nov 6
- Oban, Strathclyde**
33ft Brede ON 1102: Dec 11, 13, 15, 18 (twice), 19, Jan 11, 17, 20, 27, Feb 19, 22 and 25
- Padstow, Cornwall**
47ft Tyne ON 1094: Nov 23, Jan 25 and 31
- Penarth, South Glamorgan**
D class: Nov 9 (twice) and 13
Relief D class: Nov 26, 27, Dec 4, 11, Jan 14, 18 (twice), Feb 2, 7, 11 (twice), 20, 26 and 27 (twice)
- Penlee, Cornwall**
52ft Arun ON 1085: Nov 5, 6, Dec 2, 6, Jan 23, Feb 5 and 21
- Peterhead, Grampian**
47ft Tyne ON 1127: Feb 15 and 26
- Plymouth, South Devon**
52ft Arun On 1136: Nov 30, Dec 7, 11, 17, Jan 2, 6, 17, Feb 3, 9 (twice), 10 (twice) and 11
- Poole, Dorset**
Relief 33ft Brede ON 1090: Nov 1, 6, 8, 12 and 13
33ft Brede ON 1089: Nov 27, Dec 24 (twice), 29 and 31
Boston Whaler: Nov 4, 6, 8, 12, 21 and 27
Relief Atlantic 21: Dec 24 (twice), 29, Jan 1, 9 and 31
- Portaferry, Co Down**
Atlantic 75: Nov 8, 14, 28, Dec 27, 29, Jan 3 and 15
- Port Erin, Isle of Man**
Atlantic 21: Jan 26
- Porthcawl, Mid Glamorgan**
D class: Nov 1, Dec 17, 30 and Feb 26
- Portree, Isle of Skye**
44ft Waveney ON 1042: Nov 3 and Feb 11
- Portrush, Co Antrim**
Relief 52ft Arun ON 1077: Jan 14, Feb 10 and 12
- Portsmouth (Langstone Harbour), Hampshire**
Atlantic 21: Nov 6 (twice), 28, Dec 7, 8, 18, 29, Jan 15 and Feb 26
D class: Dec 8 and Jan 22
- Port St Mary, Isle of Man**
54ft Arun ON 1051: Nov 16, 17 and Jan 8
- Port Talbot, West Glamorgan**
Relief D class: Nov 6
D class: Dec 18 and Jan 11
- Pwllheli, Gwynedd**
12m Mersey ON 1168: Nov 15
- Queensferry, Lothian**
Atlantic 21: Nov 14, 20, Dec 12 and 19
Relief Atlantic 21: Feb 16, 19 and 23
- Ramsey, Isle of Man**
12m Mersey ON 1171: Nov 8 and Feb 10
- Ramsgate, Kent**
47ft Tyne ON 1154: Nov 3, 13, Jan 21 (twice) and 30
Relief 47ft Tyne ON 1122: Jan 7 and 8
Atlantic 21: Nov 13, 28, Dec 4 and Feb 25
- Red Bay, Co Antrim**
C class: Nov 29, Dec 29 and Jan 22
- Redcar, Cleveland**
Atlantic 21: Nov 14, 29, Feb 14 and 25
- Rhyl, Clwyd**
12m Mersey ON 1183: Nov 13 (twice), Dec 22 and Jan 10
D class: Nov 4
- Rock, Cornwall**
D class: Nov 12, 17 and Jan 10
- Rosslare Harbour, Co Wexford**
52ft Arun ON 1092: Jan 25
- Rye Harbour, East Sussex**
C class: Nov 6 (twice), Dec 19 and 30
Relief C class: Feb 5 and 13
- St Abbs, Borders**
Atlantic 21: Nov 3, 6 and Feb 3
- St Bees, Cumbria**
C class: Dec 4
- St Catherine, Channel Islands**
Atlantic 21: Jan 12
- St Davids, Dyfed**
47ft Tyne ON 1139: Dec 7 (twice), 31 and Jan 15
- St Helier, Channel Islands**
47ft Tyne ON 1157: Nov 1, Jan 3, 12, Feb 4 and 13
- St Ives, Cornwall**
Relief 12m Mersey ON 1189: Nov 2 (twice), Dec 1, 10, 11, 23, Jan 6 and Feb 4 (twice)
12m Mersey ON 1167: Dec 30
C class: Nov 2 (twice) and 20
Relief C class: Nov 22, Dec 23, 30, Jan 1, 2, 6, 14, Feb 1, 3 and 4
- St Mary's, Isles of Scilly**
52ft Arun ON 1073: Dec 7
- St Peter Port, Channel Islands**
52ft Arun ON 1025: Dec 29, Feb 2 and 10
- Salcombe, South Devon**
47ft Tyne ON 1130: Nov 14 and Dec 13
- Scarborough, North Yorkshire**
12m Mersey ON 1175: Dec 8, Jan 15, Feb 8 and 26
- Selsey, West Sussex**
47ft Tyne ON 1074: Nov 21, 30, Jan 3, 8, Feb 8 and 20
- Sennen Cove, Cornwall**
12m Mersey ON 1176: Dec 6 and 10
- Sheerness, Kent**
44ft Waveney ON 1027: Nov 22, 24, Dec 4, 23, Jan 1, 5 and 12
Relief 44ft Waveney ON 1002: Jan 30 and Feb 4
D class: Nov 6, 12, 26, Dec 3, 4, 17, 30, Jan 8, 30, Feb 4, 17 (twice) and 22
- Sheringham, Norfolk**
Relief Atlantic 75: Nov 2 and 27
- Skegness, Lincolnshire**
12m Mersey ON 1166: Nov 16, Dec 11, 20 and Jan 15
- Skerries, Co Dublin**
Relief D class: Nov 27
D class: Feb 6 and 19
- Southend-on-Sea, Essex**
Relief Atlantic 21: Nov 20 (three times)
D class: Dec 3
- Southwold, Suffolk**
Atlantic 21: Jan 31, Feb 18 and 25
- Stornoway, (Lewis), Western Isles**
52ft Arun ON 1098: Dec 19, Jan 30 and Feb 21
- Stromness, Orkney**
52ft Arun ON 1099: Jan 28 (twice), 29 and Feb 2
- Sunderland, Tyne and Wear**
Relief 44ft Waveney ON 1001: Nov 19, 26 and Dec 31
44ft Waveney ON 1043: Feb 17
D class: Nov 19 and Feb 25
- Swanage, Dorset**
12m Mersey ON 1182: Nov 1, 27, Dec 15, Jan 27, Feb 11, 20 and 26 (twice)
- Teemouth, Cleveland**
47ft Tyne ON 1110: Nov 29 (twice), Dec 4, 27, Jan 9, 24 and Feb 20
- Teignmouth, Devon**
Atlantic 21: Nov 6 (twice), 15, 27, Jan 12, 15 and Feb 17
- Tenby, Dyfed**
47ft Tyne ON 1112: Dec 14 (twice), Feb 4 and 22
D class: Nov 13, Jan 1 and 20
- Thurso, Highland**
52ft Arun ON 1149: Jan 2 and 28
- Tighnabruaich, Strathclyde**
Relief C class: Nov 6, 7 and Jan 1
- Tobermory, Strathclyde**
54ft Arun ON 1052: Dec 11 and 23
Relief 52ft Arun ON 1062: Jan 9 and 22
- Torbay, South Devon**
Relief 52ft Arun ON 1086: Nov 19, 20, Dec 4, 17 and 29
52ft Arun ON 1076: Feb 4, 8, 9 and 10
Relief 12m Mersey ON 1148: Feb 20
Relief D class: Nov 19, Dec 3, Jan 14, and 15 (twice)
D class: Feb 8, 20 and 26
- Trearddur Bay, Gwynedd**
Relief D class: Dec 2, 10 and Jan 8
- Troon, Strathclyde**
52ft Arun ON 1134: Nov 6, 20, 22, 26, 27, Dec 3, 18, Jan 3, 25, 31, Feb 9 and 25
- Tynemouth, Tyne and Wear**
52ft Arun ON 1061: Dec 3 and 14
D class: Dec 28

List of Lifeboat Services
continued on page 19

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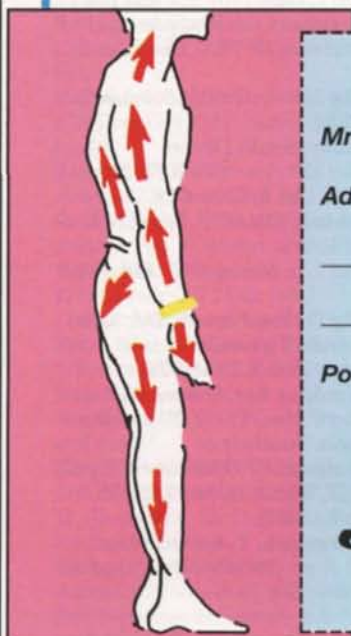
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Some ways of filling the coffers...

Rallying round



Neil Patullo and Nairn Brown entered a 72-hour classic car rally from Land's End to John O'Groats and raised a total of £5,100 for Strathmore branch – making them the clear winners of the shield awarded to the car raising the largest amount of money for a charity of their choice.

Seventy-two hours of continuous driving, with only one stop of 12 hours in Edinburgh, tested the two men's endurance to the limit. There were many occasions when they could have given up, but knowing the amount of money at stake they forced themselves on to the finish.

Neil and Nairn are pictured outside the John O' Groats hotel with their travel-stained Austin-Healey.

Photo Mary Harvey

Forward Birmingham goes forward

Birmingham is renewing its strong connections with the lifeboat service this year with its support for the Forward Birmingham Lifeboat Campaign – which aims to raise £1m for a new Trent class for Exmouth.

The campaign was launched at the National Boat, Caravan and Leisure Show at the NEC in February and well over

Keith Graham, coxswain of Exmouth lifeboat, Sue Pollard and Vic Cocker, chief executive of Severn Trent Water and chairman of the Forward Birmingham campaign, at its launch at the NEC.



£600,000 will have been raised by the end of June. The campaign co-ordinator, Judith Feeney, has great hopes of achieving the £1m target by the end of the campaign in March next year, helped by the new Lord Mayor of Birmingham, Councillor David Roy, naming the campaign as one of his mayoral charities for the year.

The campaign was fortunate to have enlisted early on the help of Severn Trent Water and, in particular, its chief executive Vic Cocker who heads the campaign's steering group. Free office space for the campaign headquarters and the funding of two very successful events have been provided by the company.

The charity quiz night held on 11 April at Edgbaston cricket ground raised £6,800, with teams from many businesses and organisations in Birmingham taking part. The Printer's Devils from the Birmingham Post and Mail took the first prize followed by the Dribblers from Severn Trent. The campaign's team, Grace's Darlings, took a creditable seventh.

The Sea Prom, featuring the English Symphony Orchestra, Ben Luxon, Rod Argent and Gordon Giltrap was due to be held on 7 June, with support from RNLI branch and guilds all over the Midlands

In Brief

THE Dursley branch recently arranged a concert combining the Polperro Fisherman's Choir and the Dursley Male Voice Choir. An audience of over 400 enjoyed a wonderful evening of music and £1,700 was raised for lifeboat funds.

A BRIDGE drive, which included a light lunch and afternoon tea, a raffle, wine bar and souvenir stall resulted in a profit of £628 for Henley-on-Thames branch.

A RACE night was organised by the Mayfield and Five Ashes branch in the village hall. Some 120 people attended and enjoyed an exciting evening's race, together with a very enjoyable buffet supper. The excitement of the punters was equalled to that of the branch treasurer as the money flowed in – by the end of the evening some £1,227 had been raised.

DUNBAR's lifeboat has benefitted from a donation with a difference. Local community policeman David Munro and his wife Margaret were married last November and asked their wedding guests and friends to make donations to the Dunbar branch rather than buy them wedding presents. One Saturday in April crew members gathered at the lifeboathouse to watch Mr Munro present a cheque for £600 to Stan Shaw, treasurer of the branch. Mr Shaw commented that in his 17 years as treasurer many donations had been received but this was the first time he could recall a donation in lieu of wedding presents.

A PRIZE bingo night held by Newburgh-on-Ythan convenship was held in March. The event was primarily organised by the Forbes family and raised a net sum of £1,277 – an excellent result for a small village.

A WHIST weekend in Yorkshire realised over £100 for Tamworth ladies' guild. Ms Chris Muspratt, who organised the event, also raises money from her monthly whist drives held locally and the guild is hoping to inspire other whist fanatics throughout the country to raise money for the RNLI.

and also from further afield.

The private phase of the campaign has been very successful so far. In addition to a gift from the City Council generous sums have been received from Severn Trent Water, IMI, British Gas Transco, Rover Cars, National Westminster Bank and Birmingham Post and Mail.

Coxswain Keith Graham of Exmouth lifeboat is thrilled with the response of the people of Birmingham to the campaign. 'It's just fantastic. Birmingham bought us the old City of Birmingham in 1970 and now 25 years later they are going to give us a new boat. It's difficult to say just a simple thank you but we can promise a 'good job, well done'.

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Chips off the old block



To celebrate 35 years in the fish and chip business, proprietors of the Round 'O' Fish Bar in Arbroath, Tony and Elaine Atkinson, offered customers a half price meal for a day and donated the takings of £850 to the Arbroath ladies' guild. A further £31 was donated in the shop collecting box and on top of this, fish merchant Eric Scott donated £10 per stone of fish used and potato merchant Angus McPherson donated £2 per bag of potatoes used – adding a further £149 to the total.

Tony and Elaine, together with shop staff Tracey Todd and Leanne Webster handed over a cheque for £1033.18 to

members of the ladies' guild, watched by Mr McPherson and Mrs Sandra Scott of the fish merchants. *Photo Photolab, Forfar*

The hole story

The seventh annual golf tournament organised by **Newbiggin** ladies' guild took place on a sunny day in May. Around 168 golfers from local Northumberland clubs and also from clubs in Carlisle, Durham and Ripon took part in the competition. With many generously donated prizes and a raffle, the resulting £1,000 was donated to the Newbiggin-by-the-Sea lifeboat station.

In Brief

A RAFFLE at the Chew Valley Restaurant in Keynsham resulted in more than £900 for the RNLI, bringing the total amount raised during the last four years by Barbara Hatherell, her husband John and their staff to £11,500.

A MASSIVE pillar of pennies built for lifeboat funds realised £120 for Islay ladies' guild.

A COFFEE morning held at Maple Court in February proved very successful for **Hitchin and District** branch, raising £200.

A CAPACITY audience enjoyed an Old Time Music Hall and music from the Twenties and Thirties by The Confections at St Mary's Catholic Hall, East Finchley. During an extended interval members of the **Finchley and Friern Barnet** branch served a buffet supper to the audience and entertainers, after which a raffle of donated prizes was drawn. The branch was delighted with the resultant £549 for its funds.

A SALE by auction of miscellaneous and collectors' items was organised by **Coventry** ladies' guild at the car showrooms of Quicks Parkside, and raised £810 in two hours. The auctioneer in charge of proceedings was Mr Harvey Williams who very kindly donated his services free of charge.

TO MARK the diamond jubilee of the National Federation of Music Societies, which represents, serves and trains amateur musicians nationwide, **Market Harborough** ladies' guild joined the **Leicestershire County Symphony Orchestra** at a concert dedicated to the sea. More than 200 music lovers attended the event at the church of St Peter and St Paul, Great Bowden, and the proceeds of approximately £740 were donated to the RNLI.

Central Fundraising Campaigns

The RNLI is keen to extend the benefits offered to members, which at the moment are largely limited to the insurance and membership schemes currently on offer by the RAC – which are coming along strongly. However, we are also trialling a new travel club with Teacher's Assurance. The trial has gone out to 50,000 members but if you did not receive the insert the scheme is, quite simply, that discounts of up to 10% are available from the travel club on any holiday you wish to go on by ringing (0800) 626928. Make sure you refer to the RNLI in each case since we also get a booking fee of £5 for every holiday booked through the club, which is ABTA bonded.

Further benefits we are working on include hospital and health care, buildings, contents and marine insurance.

Also new is a joint sponsorship programme with Teacher's Whisky which is organising the Round Britain Race in August, see the advertisement on the back cover. This offers us the opportunity of fundraising in each of the stop-off points at Southend, Penarth, Largs and Hartlepool.

Moreover, residents of Hull will have seen our first fund-bus in the Lord Mayor's Parade, in RNLI colours, advertising various local companies. The organiser, Douglas Mills, hopes to have two more buses on the road shortly – in Scunthorpe and Barnsley.

It has also been a busy time for existing promotions. The Volvo lifeboat naming competition was held, producing over 2,000 entries, and the Royal Bank of Scotland introduced its new photocard option which has been very well received. E.P. Barrus, importers of the Mariner outboard engines used on many inshore lifeboats, ran their D-BAT heavy duty all-terrain vehicle from John O'Groats to Land's End, at times towing the D class they will be donating to the RNLI. Unisys, the computer company, have appeared at the Networks Exhibition at the NEC, using the theme of Rescue, with material from the Institution. CPC Foods in the Republic of Ireland had an excellent TV commercial and Seven Seas will be launching its national programme with us in over 6,000 chemists in August – so keep taking the pills!

At the same time our other joint programmes more than held their own, including Kimberley Clark models which produced a special edition for the AGM at which we had a corporate stand, International Paint and Cetrek in the marine world, Guernsey Colour Labs and Lifeboat Tea.

Finally, the My Garden national quiz has been delayed for a number of reasons, but had over 5,000 entrants at last count, while still looking for more, and the Safeway and B&Q collections are proceeding apace.

Beauty and the beast!

Stratford on Avon branch, together with Justina's of Stratford, organised a highly successful fashion show at the Queen Elizabeth Hall in the Shakespeare Centre in March. The evening was a sell-out and resulted in over £1,200 for the branch.

The Mayoress of Stratford, Chris Turner, was in attendance and drew the raffle prizes. The star prize was a splendid patchwork quilt, kindly donated by the ladies of Tredington and Blackwell villages and which had taken them a year to make.

Pictured in full crew kit is area organiser Bill Leech, with one of the lady models, Beverley Clarke.

(Our apologies to the good-humoured Bill Leech for the headline! - Ed) Photo Richard Suthons



Playing their part

Bridlington ladies' guild received a wonderful fundraising boost thanks to the activities of the Remould Theatre Company.

From 28 March to 8 April Bridlington's Leisure World was the venue for the play 'Come Hell or High Water', set around the Great Gale of 1871 when over 30 ships were wrecked in Bridlington bay with the loss of 70 lives - including six lifeboatmen. The town's two lifeboats, the *Harbingerr* (a private lifeboat) and the *Robert Whitworth* were launched countless times, with crews replaced as men became exhausted rowing in seas said to be the most destructive in living memory.

These events and their effect on the whole community were portrayed in the play and more than 100 townsfolk took part, including Fred Walkington, present day coxswain of Bridlington lifeboat and Tony Ellis, Humber Coastguard station officer, who played the parts of coxswain and coastguard in the Great Gale - a unique experience for both men as they made their acting debut.

The play attracted large audiences and after each performance members of Bridlington ladies' guild took their collecting boxes into the foyer and thanks to the generosity of the audiences collected a grand total of £576.77.

Concerted fundraising

A concert in aid of the RNLI and a local charity was arranged and hosted by the Cromer Smugglers at the local parish hall. Led by Paul Wegg, who is the mechanic of Cromer lifeboat, all the acts were locally based and in the past year had appeared with Michael Barrymore.

The show was compered by Keith Skipper, of BBC Radio Norfolk fame. Between the acts he entertained the audience with his Norfolk 'mardles' and some suspect poetry allegedly written by the woman who lives next door!

A young man from Kings Lynn, Jamie Thurston, opened the show with two numbers from Les Miserables and he was followed by a dancing act which caused quite a stir among the male members of the audience with their performance of the can-can.

Further acts followed and after the interval the hosts of the show took to the stage for the final half. The group was formed in 1993 by Paul Wegg and has appeared all over Norfolk, Suffolk and the Midlands raising money for the RNLI. To date this year the group has raised around £3,500 and the latest event has added another £400 to that total.

Keeping in trim

Albert Sutherland, coxswain of Fraserburgh lifeboat, gets a new hairstyle from Banff and Buchan college students (from left) Deborah Strachan, Maria Mutch and Marion Johnston. They donated the £1,041.16 they had raised in a hair and fashion show to lifeboat funds.

Photo Aberdeen & Press Journal



In Brief

THE LADIES of **Arbroath** guild were delighted to receive the support of young Paul Russell who raffled a signed football he had won. Paul put the sum of £24 he raised into the RNLI collecting box in Whittakers the Optometrists in Arbroath.

A TALENT-studded night of entertainment organised by the **Exmouth and Budleigh Salterton** ladies' guild filled the Pavilion and raised over £700.

THE **Cleethorpes** branch celebrated its 25th anniversary with a dinner at the Cliff Lodge Hotel. Over the last 25 years the branch has raised £173,000 for the lifeboat service.

THE **BALTIC** Exchange St George's Day Society this year donated £1,500 to Salcombe lifeboat. Over 120 guests attended the annual dinner where they enjoyed a very interesting talk by Frank Smith, coxswain of Salcombe lifeboat.

IN ORDER to raise funds for the Humber appeal, the recently elected committee of **Horsforth** branch arranged a barn dance. Unfortunately, because of horrendous wintry conditions on the appointed day, no one was able to get through the snow and ice to the venue. Undaunted, the committee rearranged another date and the dance was eventually held, raising £400.

Holiday money

Over the last three years Mullion, one of Weststar's three holiday parks, has been the centre of an active RNLI fundraising programme, with more than £8,900 collected on Wednesday evenings during the holiday season. Some £30,000 has been raised in the ten years since collections began.

That sinking feeling

When the Church of England's Diocese of Newcastle held a gathering of clergy and laity at Swanwick conference centre at the end of 1992, people were asked if they could entertain others with a glimpse of their own particular interests and hobbies.

One vicar, Mike Pennington, an ex-naval officer, gave an illustrated talk entitled 'Bang, gurgle, gurgle - or how ships sink'. There were those who thought he was going to speak about the current state of the C of E and stayed away. But it wasn't like that at all. It really was about shipping disasters. So popular was his talk that there was standing room only and a demand for a repeat performance the next day.

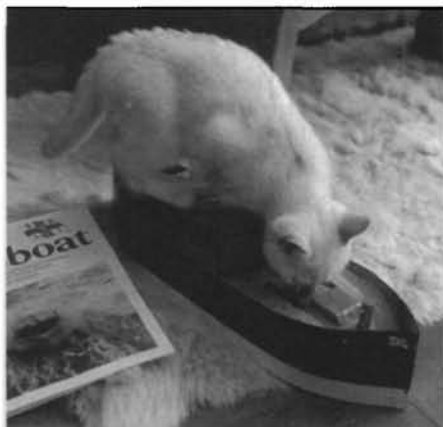
Since then he has travelled all over Northumberland and Tyneside, proclaiming the gospel of the RNLI and raising money for the Institution (he sent in £250 this year) and for local churches.

If you live in the Tyneside, Northumberland or County Durham areas and would like to organise an evening he would be happy to hear from you. Ring him on (01670) 813526 or write to Cambois Church House, 7 Wansbeck Mews, Ashington, Northumberland NE63 8QH

Not such a catastrophe!

A black-tipped British shorthaired kitten named 'Oakley' shows great interest in the contents of the collecting box his owner Mike Evans, honorary secretary of Loughton and District branch, uses for the proceeds of the sale of plants outside his house.

Having had a collecting box stolen, Mike now uses a sturdy handmade box which can be chained and padlocked to the table where the plants are sold. At the end of the day Oakley waits for the box to be emptied and counted - trying to undo four screws 'helped' by a fairly large paw is not easy! During the last financial year the branch raised some £12,000.



The oldest collector?



Mr Frank Gay, aged 102, is a keen supporter of the RNLI and has been collecting at his block of flats in Liss, Hampshire for the past 12 years. A master baker, he was still baking and icing cakes for friends and organisations until a year ago.

Frank could well be the RNLI's oldest collector. If you know different then send a photo to the Editor!

The last waltz

After 14 years organising the annual Combined Watersports Clubs of the River Exe annual lifeboat ball Gordon Mortimer has decided to call it a day. The event was born on the day of the Penlee disaster and over the past 14 years the event has raised over £50,000 for the Exmouth lifeboat station and the RNLI.

This year's ball was listed as 'Gordon's Farewell Lifeboat Ball' and guests included Mike Atkinson, second coxswain of Penlee lifeboat, Andrew Young, south west regional manager, Keith Graham, coxswain of Exmouth lifeboat and Craig Rich of Westcountry TV. The evening went with a swing and resulted in a further £2,800 for Exmouth lifeboat.

Another gentleman from Exmouth, Brian Cole, who has raised thousands of pounds for the lifeboat service has been named as Exmouth Rotary Club's citizen of the year. Each year the club presents an award to a local citizen who has carried out voluntary service to the community which might otherwise have gone unrecognised. After being rescued by Brixham lifeboat over 30 years ago, following a serious cliff fall, Brian spends much of his spare time fundraising for the RNLI as an 'expression of gratitude'. His cheery face has become a familiar sight to many from his charity stall, his lectures and guided visits to the RNLI display centre.

In Brief

MEMBERS of Pinner branch were delighted to report that they have raised a total of £100,000 for the RNLI.

AS IF the setting of Rothesay Winter Garden was not in itself spectacular enough for the annual dinner dance of the Isle of Bute branch, the powerful and striking stage backdrop added the final touch. This was a painting by the Winter Garden's artistic bar manager, Danny Kay, based on an RNLI Christmas card showing a venerable model maker working on a lifeboat, watched by a young boy. Once again lifeboat funds were swollen by a well supported raffle, while proceeds of the dance were greatly enhanced by the donation of £1,000 from a retired London stockbroker who had happy memories of the island.

MANAGERS of a Bournemouth pub, The Moon in the Square, recently presented a cheque for £1,200 to the Institution. Alan and Christine Harbour handed the cheque to Ian Ventham, head of fundraising and marketing. The money had been raised from entry fees to Christmas and New Year celebrations at the pub and was donated in memory of Christine's father, Clive George, who was a long serving member of Fishguard lifeboat crew before his death last year.

A BRIDGE drive held by Hitchin and District branch proved a great success. There were 20 tables participating and the branch made £305.64 from the venture. At another friendly ceremony in March The Windmill at Charlton presented the branch with £500 to provide Aldeburgh lifeboat with three new-design lifejackets.

THE HUMBER Appeal recently received a cheque for £1,000 from Boots Charitable Trust. The cheque was presented to Bevan Bear and Christine Goodall, north east regional manager by Catherine Tyndall, store manager of Boots in Nottingham.

AN AREA social evening held by the Ton Class Association in Hove raised £160 for the lifeboat service. Sixty members, wives and guests attended and the cheque was presented to Charlie Sharrod, coxswain of Hastings lifeboat, who is also a member of the association which was formed by and is for ex RN, RNR officers and ratings who served on Ton class minesweepers and hunters, the last wooden warships commissioned in the Royal Navy.

The Autumn issue of The Lifeboat appears in October 1995 and copy for the Fundraisers section should be submitted as soon after the event as possible, and no later than Friday 18 August

People and Places

around and about the RNLI

Poole lifeboat crew to the rescue!

Poole lifeboat coxswain Steve Vince and his crew travelled the short distance from the lifeboat station to headquarters to draw the winning tickets of the 69th national lottery which took place on Sunday 30 April 1995.

Anthony Oliver, deputy head of fundraising and marketing, supervised the draw and the winners were:

£2,000 T. Clark, Tewkesbury, Glos.

£1,000 Mrs J. Mills, Worthing, West Sussex.

£750 L.A. Taylor, Bilston, West Midlands;

Mrs M. Price, Birmingham. £500 Miss M.

Boyack, Bexhill-on-Sea, East Sussex. £250

Mrs J. Mills, Woodford Green, Essex. £100

D. Clarke, Lowestoft, Suffolk; A. Mills,

Bridge of Don, Aberdeen; M. Donohue,

Bournemouth, Dorset; Mrs N. McAllister,

Glasgow; A.M. Read, Liverpool. £50 A.

Dobson, Ashford, Middx; R. Young,

Hayling Island, Hants; Mrs M. Spinks,

Hertford; P. Edgar-Jones, London; Mr and

Mrs J. Barnes, Wirral, Merseyside.



Steve Vince, the coxswain of Poole's Brede class lifeboat holds one of the winning tickets in the draw for the RNLI's 69th quarterly lottery. With him are members of the Poole crew and Anthony Oliver, the Institution's deputy head of fundraising and marketing.

Obituaries

With deep regret we record the following deaths:

JANUARY 1995

Les Abbot, chairman of Long Eaton branch from 1980 until his death. He was awarded a Silver badge in 1991.

FEBRUARY 1995

David Calvin-Thomas MBE, chairman of Wallingford branch from 1979. He was awarded a Silver badge in 1990.

Mrs G. Gordon Mowat, president of Turton ladies' guild from 1979 until her death. She was a founder member in 1957, vice president from 1957 to 1964 and honorary secretary from 1957 to 1976.

Mrs Betsy Willcocks, chairman of Horley & District ladies' guild. She first joined the committee in 1959 holding various offices until her election as chairman in 1973 and was awarded a Gold badge at a special ceremony in February 1995.

MARCH 1995

Trevor England BEM, coxswain of Padstow lifeboat from 1978 to 1993. Trevor first joined the crew in 1957, served as second coxswain from 1969 to 1970 and was second coxswain/assistant mechanic from 1970 until his appointment as coxswain. He was awarded a Silver medal in 1977 and a Silver second service clasp in 1979. His long and distinguished lifeboat service was recognised nationally by the award of the British Empire Medal in 1992.

Francis Verrill, coxswain of Staithes & Runswick lifeboat from 1952 to 1966. He

joined the crew in 1947 serving as bowman until 1952 when he became second coxswain, being appointed coxswain later that same year.

William Pirie, coxswain of Whitehills lifeboat from 1957 to 1969. He joined the crew as bowman in 1949 and was second coxswain from 1952 until his appointment as coxswain.

Geoffrey Mears, coxswain of Exmouth lifeboat from 1982 to 1984, having joined the crew in 1971 and serving as second coxswain from 1975 until 1982.

Colonel R.F. Pratt, honorary treasurer of Penwortham branch from 1979 to 1994. He was awarded a Silver badge in 1992.

D.J. (Bill) Owen, honorary secretary at Aldeburgh lifeboat station from 1959 to 1974, also serving as honorary treasurer from 1953 to 1973. He was awarded binoculars in 1969.

James W. Heney MA MRCVS, founder chairman of Amlwch branch from 1979 to 1994. He was awarded a Silver badge in 1991.

Mrs Margaret Thomson, president of Barrow-in-Furness ladies' guild from 1987 until her death and chairman from 1980 until 1987. She was awarded a Silver badge in 1994.

Eric Thomson, honorary secretary of Whitby lifeboat station from 1953 to 1974. He was also curator of the Whitby Museum from 1958 to 1985. Mr Thomson was appointed an honorary life governor in 1985 in recognition of his service to the station.

APRIL 1995

Mrs Eva Hanson, founder member of Staithes & Runswick ladies' guild. She was awarded a Silver badge in 1967.

Mrs D. Kirsop, founder member and chairman of Cullercoats & Whitley Bay ladies' guild from 1961 until her death. She was awarded a Silver badge in 1977 and a Gold badge in 1988.

Mrs Pauline Shewell, founder member and chairman of Sheringham ladies' guild from 1976 to 1979 and honorary secretary from 1981 to 1989. She was awarded a Silver badge in 1989.

F. Carl Seager MBE, appointed an honorary life governor in 1988 in recognition of his service to the Reigate and Redhill branch in various capacities.

MAY 1995

Mrs Nancy Harvey, honorary treasurer of Llandudno ladies' guild from 1973 to 1990 and vice president from 1990 to 1995.

Lt Cmdr Edward (Ted) Yates VRD RNR, honorary secretary of Llandudno lifeboat station from 1978 to 1994. He was appointed assistant honorary secretary in 1963, deputy launching authority from 1970 to 1977 and honorary secretary designate from 1977 to 1978. Commander Yates was awarded binoculars in 1985 and a Gold badge in 1992.

Brian Fell, chairman of Hinckley branch from 1980 to 1995 and honorary secretary from 1975 to 1980. A founder member of the branch he was awarded a Silver badge in 1991.

Mrs Babs Haxby, president of Filey ladies' guild. She served as vice chairman from 1982 to 1987 when she took the office of president. She had served on the committee prior to 1982 for over 30 years.

On station

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

INSHORE

Lough Swilly – B531 *Foresters* on 25 March 1995. *Temporary station duty.*

Hayling Island – Relief D398 *Victory Wheelers* on 29 March 1995. *Temporary station duty.*

Swanage – D475 *Phyl Clare 2* on 8 April 1995.

Courtown – D412 uprated to all-year-round service.

Fishguard – Relief D415 *Pride of West Kingsdown* on 21 April 1995. *Temporary station duty.*

Kyle of Lochalsh – Relief B535 on 23 April 1995. *Temporary station duty.*

St Bees – Relief B555 *Long Life 1* on 28 April 1995. *Temporary station duty.*

Poole – Atlantic 75 B710 on 26 April 1995.

New Quay – D476 *Corydd* on 3 May 1995.

St Ives – Relief D339 on 11 April 1995. *Temporary station duty.*

Relief – D477 *Pride of Nuneaton and Bedworth* on 14 May 1995.

Berwick-upon-Tweed – D433 *Marjorie* on 9 May 1995. *Temporary station duty.*

Newcastle (Co Down) – D478 *Aldergrove* on 19 May 1995.

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:

Donaghadee – Crew member A. Gault
Dover – Second coxswain/mechanic D. Bailey

Eastbourne – Shore helper G.A. Andrews
Hoylake – Assistant mechanic A.R. Tolley
Little & Broad Haven – Crew member A. Mock

Penarth – Shore helper J. Lock
Tramore – Shore helpers T. O'Brien, F. Partridge

Whitstable – Crew member M.J. Judge

Awards made at the 1995 Annual Presentation of Awards

See page 4 of this issue for a report of the Annual Meetings

Since the last Annual Presentation of Awards Meeting the Committee of Management has awarded six Honorary Life Governorships, three Bars to the Gold Badge and forty two Gold Badges.

HONORARY LIFE GOVERNOR

Mr John Adnams FRICS
Southwold Station Branch: Honorary Secretary/Chairman 1963 to date

Colonel George Jackson OBE TD DL
Angle Station Branch: Honorary Treasurer 1956-1988, Chairman 1985 to date

Dr John de Courcy Ireland PHD LL.D
Dun Laoghaire Station Branch: Honorary Secretary 1957-1983, Chairman 1983-1990, President 1990 to date

Lt Cdr Peter Fulton MBE RD* RNR (RETD)
Operations Department: Honorary Instructor, Communications/Training Adviser

BAR TO THE GOLD BADGE

Mrs Isabella Daniel
St Ives Ladies Guild: Committee Member 1948-1968, Honorary Secretary 1968-1983, Chairman 1983-1993, President 1993 to date

Miss Thelma Woodbridge
Hove and Portslade Branch: Committee Member 1956-1959, Honorary Secretary 1959 to date

Dr Alastair Baird
Portpatrick Station Branch: Committee Member 1956-1969, Honorary Medical Advisor 1969-1981, Chairman 1969 to date

GOLD BADGE

Mrs Josephine Milne
Whitehills Ladies' Lifeboat Guild: Committee Member 1952-1961, Honorary Treasurer 1961-1981, President 1981 to date

Mrs Iris Brookes
Cannock Branch: Founder Honorary Secretary 1969 to date, Souvenir Secretary 1969 to date

Mr Russell Tansley
Congleton Branch: Honorary Treasurer 1964 to date

Mrs Edna Snowden
Heywood Guild: Honorary Secretary 1969-1988, President 1988-1989, Honorary Secretary 1989 to date

Mrs Audrey Leonard
Whaley Bridge Branch: Founder Chairman 1969 to date

Mrs Marjorie Irving
Wilmslow Branch: Honorary Secretary 1967-1974, Honorary Treasurer 1974 to date

Mrs Jean Bickerdike
Fulford Guild: Founder Chairman 1968 to date

Mr Philip Vaux BA(ECON) FCA
Keighley Branch: Honorary Secretary 1968 to date

Mrs Betty Tasker Brown
Ponteland Guild: Honorary Secretary 1962-1967, Chairman 1967-1970, Vice President 1970-1986, President 1986 to date

Ponteland Luncheon Club: Vice President 1967-1987, President 1987 to date

Mrs Vera Cruse

Pudsey Guild: Founder Guild Member 1956, Assistant Honorary Treasurer 1961-1978, Honorary Treasurer 1978-1979, Chairman 1979-1983, Committee Member 1983-1990, Chairman 1990 to date, Honorary Secretary 1992 to date

Mrs Enid Daniell
Abergavenny Branch: Committee Member/Vice President 1962 to date

Mr Eric Jewell
Colwyn Bay Branch: Committee Member 1962-1969, Honorary Secretary 1969-1987, President 1987 to date

Mrs Peggy Burlingham
Evesham Guild: Founder Chairman 1969-1994, President 1994 to date

Mrs Dorothy Rogers SRN SCM HO QN
Little and Broad Haven Guild: Honorary Secretary 1968-1978, Honorary Treasurer 1978 to date

Mrs Beryl Dean
Rhyl Fund Raisers: Committee Member 1962-1967, Honorary Secretary 1967 to date

Mr John Harrop
Ruthin Branch: Founder Chairman 1968 to date

Mrs Ann Ainscow
Warwick Ladies' Lifeboat Guild: Founder Member 1967, President 1967-1976, Chairman 1979-1987, Vice President 1987-1988, President 1988 to date

Mrs Alison Stancer
Warwick Ladies' Lifeboat Guild: Founder Member 1967, Chairman 1967-1979, Committee Member 1979 to date

The Lady Byers
Godstone and District Branch: Chairman 1962-1988, President 1988 to date

Mrs Zora McDonald
Horley Ladies' Lifeboat Guild: Guild Member 1965-1967, Honorary Treasurer 1967 to date

Mr Frederick Neale
Hove and Portslade Branch: Vice Chairman 1960 to date

Mrs Elizabeth Waldron
Pangbourne and District Branch: Souvenir Secretary 1969-1983, Honorary Treasurer 1969 to date

Lady Leggatt
Woking Branch: Honorary Secretary 1968-1971, Chairman 1971 to date

Mrs Leslie Grace
Central London Committee: Committee Member 1968 to date, Vice Chairman 1972-1974, Chairman 1976-1978

Mrs Greta Greenaway
Totteridge Branch: Committee Member 1964 to date, Lifeboat Week Organiser 1964-1995

Mr James Donegan
Cork Branch: Honorary Secretary 1955 to date

Mr Thomas O'Sullivan pc
Lahinch Branch: Honorary Secretary 1963 to date

Mrs Helen Miller
Wexford/Rosslare Guild: Honorary Secretary 1967 to date

Captain Leon Goldwater
St Bees Station Branch: Honorary Secretary 1974 to date

Captain John Wilson DSC RD RNR
Fowey Station Branch: Assistant Honorary Secretary 1966-1967, Honorary Secretary 1967-1983, Honorary Treasurer 1981-1985, Chairman 1992 to date

Dr Mike Rees
Padstow Station Branch: Honorary Medical Advisor 1970 to date

Mr Ron Carbines
Selsey Station Branch: Committee Member 1973 to date, Administration Officer 1979 to date

Mr Peter Drudge AIB
Yarmouth Station Branch: Honorary Treasurer 1971 to date

Mr Patrick Leech
Belmullet Fundraising Branch: Honorary Secretary 1972-1989, Ballyglass Station Branch: Honorary Secretary 1989 to date

Mr Desmond Bateman
Courtmacsherry Station Branch: Committee Member 1962-1971, Deputy Launching Authority 1971-1977, Honorary Secretary 1977 to date

Major William Brownlow
Cloghey Branch: President 1960-1981, Portaferry Station Branch: Chairman 1969-1994, President 1994 to date

Dr William Hill MB BCH LM
Portrush Station Branch: Honorary Medical Advisor 1953-1983, Chairman 1983 to date

The following were unable to attend and their awards are being made locally:

The following were unable to attend and their awards are being made locally:

HONORARY LIFE GOVERNOR

Mr Wallace Barber
Stockport Crew of Lifeboat Auxiliaries: Founder Member 1932-1937, Honorary Secretary 1937-1972, Chairman 1979-1993, President 1993 to date

Miss Irene Davies
South Caernarfonshire Guild: Guild Member 1946 to date, Honorary Secretary 1958-1980, Vice President 1980-1990, President 1990 to date

GOLD BADGE

Mrs Ella Lennox
Isle of Arran Ladies' Lifeboat Guild: Honorary Secretary 1948-1961, Vice President 1963-1995, Committee Member 1995 to date

Mr Alan Speight
Workington Guild: Honorary Treasurer 1969 to date

Mrs Joan Tennant BEM
Cottingham Guild: Founder Member 1969, Honorary Treasurer 1969 to date

Mrs Sheila Tucker
Crediton Branch: Founder Member 1966, Box Secretary 1966-1974, Honorary Secretary/Flag Day Organiser 1974 to date

Mrs Betsy Willcocks
Horley Ladies' Lifeboat Guild: Committee Member 1959-1973, Chairman 1973-1995

(Mrs Willcocks died in February 1995, shortly after receiving her Gold Badge.)

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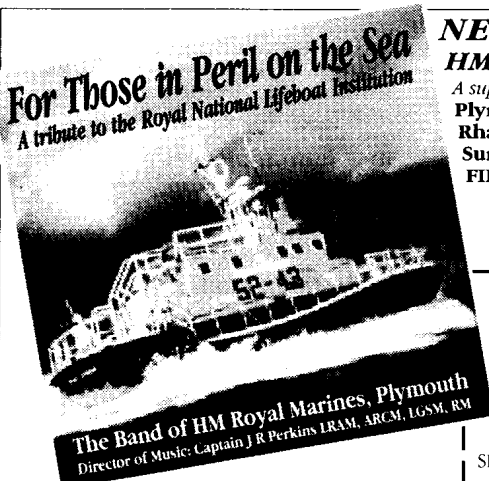
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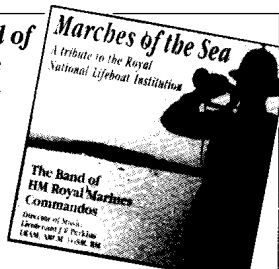
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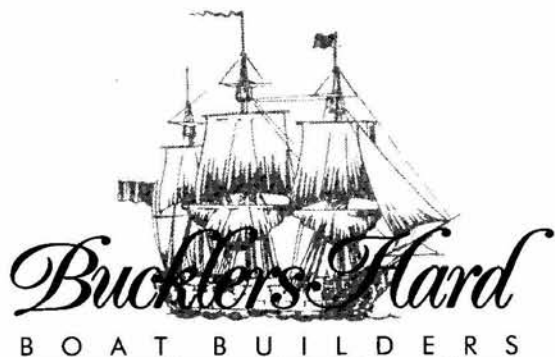
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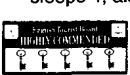
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For more information please contact:
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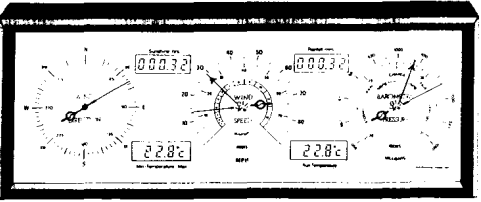
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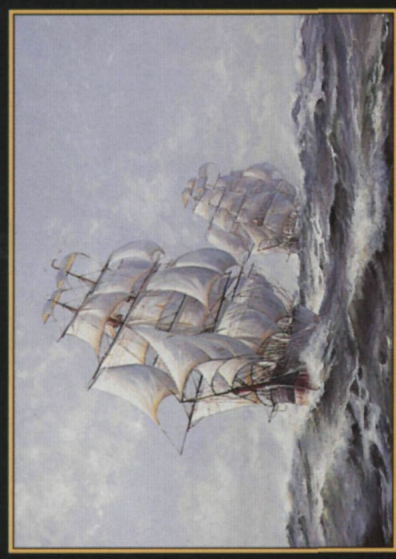
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