

Journal of the  
Royal National Lifeboat Institution

Volume 54 Number 533

The

# Lifeboat



Autumn 1995

Vellum Service Reports

Wood Boats for the RNLI

Legacy Lifelines



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**Saving Lives**

\*The prize is any Volvo car to the value of £12,500 or £12,500 towards the cost of any new Volvo. There is no cash alternative. Not including road tax, insurance and delivery.

# The Lifeboat

Autumn 1995



Royal National  
**Lifeboat**  
Institution  
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## COVER PICTURE by Rick Tomlinson

A Trent class lifeboat on trials off Cowes in winds gusting to 50 knots. This is one of many spectacular photos which appear in Rick Tomlinson's 1996 Lifeboat Calendar. Details on page 38.

**Next Issue:** The Winter issue of THE LIFEBOAT will appear in January 1996, and news items should be received by 13 November 1995, but earlier if possible.

All material submitted for consideration with a view to publication should be addressed to the Editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompanied by a stamped, addressed envelope.

**THE LIFEBOAT:** THE LIFEBOAT is published four times a year and is sent free to RNLI members and Governors.

For further information on how to join the Institution as a Member or Governor contact the Membership section at RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ.

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## NEWSPOINT

What would Sir William Hillary have thought about the day when Rye Harbour lifeboat rescued 29 children and adults from inflatable toys on a hot summer's day earlier this year (see Lifeboat Services)?

When he founded the RNLI in 1824 his chief concern was the fate of weather-worn sailors in winter gales, not that of muddle-headed, lobster-pink holidaymakers off south coast beaches. Global warming was not the burning issue of his day and it might well have astonished the old campaigner that the driest, calmest summer on record also produced the two busiest months on record for lifeboat crews.

Having overcome the culture shock, let us hope, though, that he would be proud of these achievements. The lifeboat service of 1995 has an enormous range of potential risks to cover. It is remarkable that we have the equipment and the volunteers ready to cope in winter gales and in summer heat. True, there are times, especially in the holiday season, when forethought and prudence would prevent the need for a lifeboat. We are doing all we can now to encourage safe practice by the sea-going public.

But the RNLI is more a people's service today than at any time in its history. If the pursuits of the people it saves appear sometimes trivial, the death of a child at the seaside leaves at least as great a scar on a lifeboat crew as the loss of any other life.

## Special resources for young

The RNLI is involved in a concerted effort to make young people more aware of its work and has introduced two special packs aimed at teachers. The first pack, called 'Launch!' and aimed at 7 to 11 year-olds, was introduced last year. Designed to fit and complement the school curriculum it has been highly successful, even receiving praise from the Schools Curriculum and Assessment Authority, the body which actually sets the curriculum and which now intends to use parts of it in its own literature!

To extend the age range a new pack has just been released, this time aimed at the 5 to 7 year-old age group. Called 'Life-

boat!' it has been specially designed and developed to provide information and resources closely allied to the curriculum, using all new material. Although aimed primarily at teachers the pack will also be useful to leaders of any other groups in the age range.

The pack consists of a new A1 format colour poster, an eight-panel A4 colour frieze (depicting a rescue right from the beginning of the incident to taking the survivors back to shore), with associated activities and storyline, six A4 photocards in full colour with accompanying worksheets and a comprehensive teachers' book with explanations, ideas and extension activities.

Projects are diverse, ranging from safety at sea, teamwork, through to historical investigation, drama and design. Together the items address the broad spectrum of the curricular areas in the United Kingdom and the Republic of Ireland while also providing experiences for discrete subject areas.

The new 'Lifeboat!' pack (and Launch! for 7-11 years) cost £5 each from Anne Millman, Youth Promotion Co-ordinator, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Cheques should be made payable to the Royal National Lifeboat Institution.

## Children always welcome

Young people are becoming increasingly involved in the RNLI; as the naming ceremony reports relate, the funding of the Fishguard Trent class was entirely in their hands, through the good offices of the 'Blue Peter' appeal.

Meanwhile, the name of Great Yarmouth and Gorleston's new Trent was chosen by 13-year-old Jonathan Griffiths in a competition run for children by the RNLI and Volvo Car UK. The lifeboat, funded from the proceeds of draws for Volvo cars, is to be named *Samarbeta* which means 'Working Together' in Swedish. The winning name which reflects the theme used by Volvo and the RNLI over an eight-year partnership, was selected out of 2,000 entries by the Great Yarmouth and Gorleston lifeboat crew. Jonathan will be guest of honour at the naming ceremony, receive a year's free Storm Force membership and a £100 WH Smith voucher.

Elsewhere it has been the season for Storm Force rallies where junior members of the RNLI have the opportunity to encounter the lifeboat service at first hand with games, demonstrations and instruction. Venues this year have been South Shields, Milton Keynes, Selsey, Fleetwood, Carsington Water in Derbyshire and Bangor in Northern Ireland.

## Stop Press

As we went to press we heard that the RNLI had been successful in its bid to the National Lottery Heritage Fund to develop the collection of lifeboats now at Chatham.

The Institution could not use its own funds for the work but has been successful in obtaining a grant for £355,000 which, together with £250,000 already available should enable to display to open by Easter 1996. More details in the next issue of

THE LIFEBOAT.

## The hidden lifeboats

The National Maritime Museum in London has organised a 'Hidden Collection' seminar on lifeboats and lighthouses for 7 March 1996. The 'Hidden Collections' are the parts of the museum's collection that are normally hidden away in stores, vaults or archives due to lack of space.

The seminar runs from 10am to 4.30pm and looks at the RNLI and at the development of the lifeboat and of the lighthouse. Discussion will trace the history of these aids to life and survival at sea and include use of the plans, photographs and models housed in the museum.

The seminar costs £27 including refreshments and free entry for the National Maritime Museum, The Queen's House and the Old Royal Observatory.

For further details, telephone 0181-312 6710.

## Carl Giles

With great regret we announce the death of cartoonist Carl Giles on 27 August 1995.

Carl Giles was appointed a Life Governor of the RNLI in 1984 in recognition of his support over many years - he had supplied a cartoon specially for the Institution's greeting card each Christmas for many years and had been awarded a Public Relations Award for his work as far back as 1973.

### Cover

The photograph on the cover of this issue appears in the Rick Tomlinson 1996 Lifeboat Calendar which is available for overprinting for company promotions. It can be obtained from Rick Tomlinson Associates, PO Box 3, St Georges House, Port St Mary, Isle of Man IM99 7RT.



## Thanks a Million

One of the most famous cruising yachswomen, Susan Hiscock MBE, has left an estimated £1m in her will to provide the RNLI with a Severn or Trent class lifeboat to be named *Wanderer*, the name carried by all of the yachts in which she and her husband had cruised extensively. Susan Hiscock and husband Eric sailed round the world three times and wrote a number of books drawn from their experiences.

Fittingly the first of the yachts built specifically for the couple, *Wanderer II* was constructed in Poole, very close to where the RNLI's headquarters now stands. However it was in *Wanderer III* in which they made their first circumnavigation, returning to the UK in 1955, at which time she was only the fourth British yacht to complete the trip.

Eric had died some years previously and at the time of her death Susan Hiscock lived in Yarmouth on the Isle of

Wight, where she had come to know the crew and officials of the lifeboat station well.

Another famous name from a very different arena who showed in his will that he had never forgotten the lifeboat service was Larry Grayson. His recent death brought to light the fond memories which he held for Redcar lifeboat, and it was announced that he had left £10,000 to the station.

He began his career at Redcar, playing many summer seasons at the New Pavilion, and had always kept in touch with Joyce Dowding, a keen fundraiser for the RNLI, and the bequest was made in recognition of their friendship.

It is a possibility that some of Larry's money will be used to fund new doors at the boat-house. In the words of Redcar's honorary secretary, Ian Readman, 'we really will be able to 'shut that door' on the career and life of a great entertainer'.

## The Lifeboat on audio tape

This issue of THE LIFEBOAT is the second to be made available on audio tape in a pilot scheme in conjunction with Talking Newspapers. 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.

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.

It is most important that members return their cassettes to Talking Newspapers after use to avoid a charge to the Institution.

## Record Summer

August 1995 was the busiest month ever for the lifeboat service, first indications being that there were 1,557 launches, an average of 50 a day, almost three times the general average of 17 a day.

August Bank Holiday saw no fewer than 303 launches from Friday to Monday, with 111 on Sunday. Full figures will not be available until Service Reports are received from the lifeboat stations.

Michael Vlasto, the RNLI's sea safety liaison officer, commented: 'Hot summers always seem to mean more work for the lifeboat crews. When the weather is fine for so long, people take to the water who wouldn't have normally done so. It is these people, particularly that we need to reach with messages about how to take care of themselves.'

## Presidential visit



HRH The Duke of Kent, President of the RNLI, is pictured talking to (from left to right) crew member John Gorman, and Helmsmen Geraint Wheeler, Tom Ridgway, Sandro James and Cliff Bates all of Aberystwyth during a two day tour of Cardigan Bay lifeboat stations in July. His other ports of call were Barmouth, Aberdovey, Borth, New Quay and Cardigan.

## On the Cards

The RNLI's mail order catalogue, 'Watermark', was enclosed with the Summer issue of The Lifeboat, with the usual excellent response. However, although many people like to plan their Christmas purchases early it seems that an equal number of people feel that summer is far too early to even think about Christmas shopping and keep their copy for use later!

The 'Watermark' catalogue contains a wide range of Christmas cards and gifts - all of which raise money for the Institution - and anyone who has mislaid their catalogue, or who would like to obtain one for a friend, should contact Customer Services on (01202) 677766 so that another copy can be despatched.

## Sea Safety Progress

The Sea Safety Initiative, in which the RNLI is working with other sea-safety organisations, took several steps forward during 1995.

The first booklet, 'Safety Guidelines for Recreational Boat Users', was launched at the London Boat Show in January, and three further booklets providing 'Guidelines to Reduce Machinery Failure' were introduced in March. These were aimed at pleasure craft, diving support craft and fishing vessels and were in response to statistics showing that machinery failure is one of the main causes of call-outs.

The 'Diving Support Craft' booklet was launched at the Dive 95 exhibition at Olympia, and 53,000 copies were also distributed with the June issue of 'Diver' magazine. The 'Fishing Vessel' booklet was

launched at Fishing 95 exhibition and also distributed with 'Fishing News' and 'Scottish Fishing Monthly'. 170,000 copies of the 'Pleasure Craft' booklet were distributed in the May issue of four of the main yachting magazines which were published in time for Easter, when most recreational sailors were preparing their boats for the season.

Videos covering other safety related subjects are being produced and the first, 'First Aid Afloat' made in conjunction with the RYA, was launched at the Southampton International Boat Show in September. The next video covering 'The use of EPIRBs/SARTs in the GMDSS' (all of which are modern electronic distress and position indicating systems) was due to follow soon after.

# Lifeboat Services



## INFLATABLE STEPS IN TO TAKE OVER TOW

# Heavy seas and poor conditions as D class saves three

A service by Port Talbot's D class inshore lifeboat in difficult conditions has led to the award of the Thanks of the Institution Inscribed on Vellum to crew member Robert Harris. The other crew members during the service, Lee Worth and Stanley May, have received a framed letter of thanks from the Chairman of the RNLI.

It was at 1520 on 4 March 1995 that the station heard from Swansea Coastguard that a vessel was in distress, firing red flares, half a mile west of Port Talbot harbour. Sixteen minutes later the station's D class lifeboat launched in a SSW Force 6 to 7 wind and a 10-15ft swell topped by breaking waves. Although the sky was overcast visibility was good.

The casualty was a 24ft converted ship's lifeboat named *Panama*, which had suffered engine failure earlier in the day and been towed into Port Talbot harbour by the lifeboat. She had not been allowed to remain in the harbour and, with the wind only Force 2 and the sea calm, the lifeboat had towed her back out to sea, where she had anchored. A motor fishing vessel called *Moyana* had agreed to tow *Panama* back to her moorings later but, with the sudden change of weather, the situation had changed dramatically and *Panama* was now in difficulty.

### Concerned

Robert Harris took the helm of the lifeboat and headed straight for *Panama*, coming alongside her starboard side as she lay head to the weather. The three people on the casualty were becoming more and more concerned about their situation and one even wanted to try to swim ashore. Robert Harris boarded the casualty to calm them down, handing the helm over to Lee Worth.

The lifeboat then returned to the shore, entering the Afan river over a bar on which there 4 to 5ft waves on top of a 10 ft swell, to collect a hand-held VHF radio from the station and also to find out at

## Thanks on Vellum

when there would be enough water to allow *Moyana* to get out of the river. *Moyana's* crew said they would be able to clear the river at 1630, so the lifeboat went back out over the bar to pass the radio to crew member Harris and stand by *Panama*.

*Moyana* (a 36ft crabber with two crew) arrived on the scene at 1645, and two attempts were needed to pass a tow. Robert Harris secured the line and weighed anchor as *Moyana* took up the tow.

The lifeboat stayed close by as the two boats headed slowly towards the River



Port Talbot  
West Division

Afan. After about ten minutes a bigger than average wave hit both boats, one after the other, and the tow parted. The three men on the casualty became extremely agitated and wanted to be taken off, but Harris told them that they were safer on board.

### Made fast

The lifeboat, with Lee Worth at the helm, moved in and was able to pick up the parted tow line and keep *Panama* head to sea. *Moyana* then made another approach to the bow of *Panama* and passed her part of the broken tow line to the lifeboat, where Stanley May made the two pieces fast to each other. The tow was then taken up again and *Moyana* speeded up to bring the tow safely over the bar and into the river.

Once inside the river the lifeboat took over the tow, secured *Panama* to a mooring and took her crew ashore. The lifeboat then went back out over the bar once more and returned to station at 1721.

The Chief of Operations has sent a letter of appreciation to the skipper of *Moyana* for his help in the service.

## Dogged determination

North Berwick's D class inflatable was called out during July this year after a Golden Retriever decided to show off the breed's prowess in the water.

Six year old Homer decided to take a dip during his daily 'walkies', and then just kept on going – half a mile out to sea to Fidra Island!

He could be seen through binoculars chasing around the island and there were fears he might be swept away.

His worried owner, Hilary Reid,

went to North Berwick Harbour to get help, but it was low water and all of the fishing boats were aground.

So, North Berwick's lifeboatmen came to the rescue, launched the D class and shot out to the island. Meanwhile worried owner Hilary drove back... only to find an impatient Homer waiting for her in the car park after his half-mile swim back to shore!

'I'm very grateful to the lifeboatmen,' she said, 'but I'm a bit embarrassed at the trouble they went to'.

## CONDITIONS OUTSIDE LIMITS FOR D CLASS

# Atlantic clear of the water twice in race to man in water

A service by New Brighton's Atlantic 21 on 5 March 1995 to a man in the water has led to the award of the Thanks of the Institution Inscribed on Vellum to Helmsman Michael Jones. The crew members during the service, Howard Jones, Neil Jones and Michael Haxby, all received framed letters of thanks from the Institution's Chairman.

Helmsman Michael Jones was in the boathouse on the afternoon of Sunday 5 March 1995 when he was informed by a member of the public that there was a man in the water off Portland slip, just to the north west of the station.

It was 1400 and, as this coincided exactly with the time of the station's weekly pager test, he immediately fired two maroons to assemble the crew.

Just five minutes later the station's Atlantic 21 launched into heavy surf and a westerly Force 7 to 8 with a heavy swell and sea. Visibility was poor and the ebb stream had already started to run.

### Severe

The lifeboat passed through the Rock channel on the way to the casualty where the waves were 15-20ft high. Watchers on the shore saw the boat clear of the water twice, and the motion was so severe that it was impossible to use the radio as the crew needed both hands to stay in contact with the boat. Although rough, the passage was quite short and the lifeboat arrived on scene at 1410.

County Rescue – a rescue service largely funded by local councils – had been diverted from the recovery of a dead horse nearby, and the 6.5m rigid inflatable with two crew members aboard arrived two minutes before the lifeboat. They were unable to recover the man as with only two crew members aboard the helmsman had to leave the controls to help, and onlookers say that she almost capsized twice.

The seas were being reflected off the sea wall and were very confused, but the lifeboat closed with the casualty at the second attempt and after contact had been made with County Rescue control of the casualty passed to the lifeboat.

Crew member Howard Jones grabbed the man in the water and passed him to crew member Neil Jones. At that moment the boat peaked on a wave, but Neil refused to let go and, even though he was dragged overboard by his weight, he

## Thanks on Vellum

managed to pass the casualty's arm to crew member Mike Haxby.

Neil Jones was able quickly to pull himself back aboard and it took the combined efforts of the three crew to bring the 6ft 4in, 18 stone man aboard.

The man's clothing had gathered around his throat and had to be cut away to allow resuscitation efforts by all three crew members.

An ambulance had been called and helmsman Michael Jones began heading back through the Rock channel where conditions were so bad that even though the speed was kept down to 6 or 7 knots to help resuscitation attempts the casualty and crew were constantly swamped. Conditions at the launch site were still bad and a net recovery had to be abandoned after two unsuccessful attempts.

Michael Jones then decided to try a beach landing at Egremont, two miles further up the river, and all shore units



were diverted to this site.

County Rescue was already at Egremont, attempting to recover the body of the horse, but was waved clear to allow the lifeboat to beach.

With great skill helmsman Jones beached the Atlantic in a space only one-and-a-half-times her own length, even though she was hit by a sea which swung her round through 90°. It then took all four crew to carry the casualty ashore. Despite continuous resuscitation attempts the man had not shown any response and was later pronounced dead on arrival at the hospital.

### Drenched

The boat was relaunched by the beach crew, who were all drenched when several waves broke over them.

Once back at her station the tide had ebbed sufficiently to allow a net recovery, at the second attempt.

The two crew members of County Rescue received framed letters of appreciation signed by the Chairman and the Director sent letters of appreciation to the five shore helpers.

New Brighton's Atlantic class moves in and begins to recover the casualty from the water while County Rescue waits a few lengths downwind.



## TWENTY NINE PEOPLE RESCUED FROM INFLATABLE TOYS AND DINGHIES

# Midsummer madness for Rye Harbour

Rye Harbour's C Class inflatable lifeboat was called out by Dover Coastguard at 1115 on Sunday 9 July to what would prove to be probably its busiest day since the station opened.

Hot weather had drawn huge crowds to Camber Sands in Kent (one Coastguard later said 'I think most of London was there!') and an offshore breeze had freshened to the point where it was busy blowing small inflatable toys out to sea.

Hastings lifeboat was already at the scene helping one inflatable ashore but because of her draft the all-weather Mersey class lifeboat could not get close enough to return the casualties to the beach. After Rye Harbour's C class was launched at 1120 and had arrived at the scene the Mersey returned to station to leave the inflatable lifeboat to continue the service.

After fifteen minutes the C class had already taken two empty dinghies back to shore and returned to her station to change a crew member.

Leaving the river mouth again, the lifeboat crew spotted a rubber dinghy

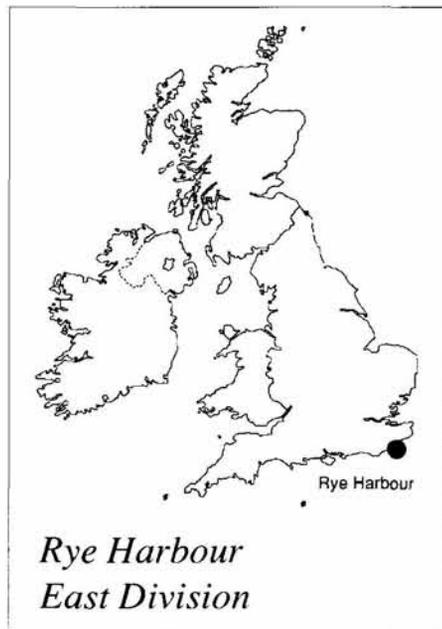
with two people on board, some half a mile offshore. The occupants were transferred to the lifeboat and taken back to the shore with their dinghy.

The lifeboat assisted a further five dinghies, and the crew soon realised that by the time one casualty had been returned to the shore some of those remaining afloat had drifted out into trouble.

The exhausted lifeboatmen requested a crew change and were replaced at 1315. The lifeboat set out to the east, a quarter of a mile from shore, to set up a boundary in which to keep the bathers and inflatables.

The crew then headed back to the west and, after receiving a report of a missing child, requested Coastguard backup. The child was found safe and well shortly afterwards.

The C class lifeboat continued to patrol the quarter-mile boundary despite extremely hot weather conditions. Even though the Coastguard was by now making loud-hailer appeals on the beach asking people not to take inflatables into the water and despite broadcast appeals on local radio the mayhem continued! Dur-



ing the day the lifeboat dealt with numerous further incidents, including the rescue of a drifting dinghy without paddles, a dinghy dangerously close to being swept out to sea on the ebbing tide and returning numerous inflatables to the shore.

Between 1120 to 1636 when the lifeboat finally returned to station, an incredible 29 people had been rescued from inflatable toys and dinghies!

## No survivors from capsized motor boat

The capsize of a Coastguard rigid inflatable boat added a further twist to a service by Salcombe lifeboat when she was searching in heavy seas and an onshore Force 7 wind on 28 May 1995.

Brixham Coastguard had asked for the immediate launch of Salcombe lifeboat at 0713 after a small motorboat capsized at Bigbury, by the mouth of the river Avon, throwing the two people aboard – a father and son – into the water.

Salcombe's 47ft Tyne class lifeboat, *The Baltic Exchange II* launched and began the 30 minute passage to the scene, but as Coxswain/Mechanic Frank Smith took the lifeboat around Bolt Tail the Coastguards at Hope Cove launched their own rigid inflatable and headed for the search area. The boat arrived at the scene but soon capsized

in the heavy surf which was running.

The lifeboat arrived on the scene at the same time as an RAF helicopter from Chivenor and the two Coastguards from the boat were winched up out of the water and taken safely ashore. The

Salcombe's Tyne class, *The Baltic Exchange II*, searches for survivors from the cruiser. (Inset) The Coastguard's rigid inflatable, washed ashore after capsizing during the search.



## OLDEST SAILING SHIP LOST ON CORNISH COAST

# Three lifeboats search for survivors from wrecked sailing ship

Lifeboats from three stations were involved in the search for survivors when the 137-year-old sailing ship *Maria Asumpta* foundered after running ashore on the rocky North Cornwall coast on 30 May 1995.

The ship, believed to be the oldest sailing vessel afloat, was entering the Camel estuary in a fresh north-westerly breeze when she hit rocks on the eastern side of the entrance, near Rumps Point.

She began to break up almost immediately, as many will have seen in news reports at the time.

Padstow's Tyne class lifeboat was launched at 1637 from just across the estuary and nearby Port Isaac's D class was afloat a couple of minutes earlier for her three-mile passage to the scene.

Both boats were on scene within 30 minutes, but there was little to be done. Of the 14 people aboard all but three had already been picked up by fishing vessels or climbed the cliffs of the point. A helicopter soon recovered the body of one person from the casualty and both lifeboats searched fruitlessly for the other two people who were unaccounted for.

## 'despite a long search only wreckage was found'

Despite searching till nightfall – both lifeboats leaving the area after 2100 – only wreckage was recovered.

The search was resumed the following day in slightly calmer conditions when the Padstow and Port Isaac life-

boats were joined by the D class lifeboat from the recently established station at Rock, a few miles further up the estuary. However, once again only wreckage and personal effects were recovered.

*Padstow,  
Port Isaac and Rock  
South Division*

The final death toll following the loss of this historic vessel stood at three.

Port Isaac's D class inflatable anchors and veers down on the wreckage of *Maria Asumpta* during the search for survivors. Sadly only wreckage was found.  
*Photo John Beckett Photography*



## Lifeboatman leaps aboard runaway speedboat

An incident on 29 July 1995 in which a speedboat owner fell overboard while retrieving his brother from the water left one of them injured by the boat's propeller and with their boat careering around at high speed off a crowded beach, with no-one at the helm.

Mablethorpe's D class inflatable was called out and helmsman Tom Freeman managed to intercept the runaway so that crew member Mick Simpson could

make a hazardous leap aboard and cut the engine. Tom Freeman said 'it was a matter of split-second timing. If we hadn't stopped that boat it would have hit the crowded beach.' Mick Simpson admitted: 'my knees were a bit wobbly when I realised what I had done!' The third member of the crew, Andy Hollingsworth, had been ready to dive in to drag Mick clear had anything gone wrong.

## Bravery award for RNLI fundraiser

Arthur Cushing, chairman of the RNLI's Staines and Ashford Branch has received an award for bravery from the Royal Humane Society as a result of his actions when a motor launch blew up on the Thames.

Arthur is the resident lock keeper at Penton Hook Lock and was working there one morning in February 1995 when he heard an explosion and found that a motor launch had blown up and was sinking fast.

Jumping onto the roof of the launch he tore off the hatch to rescue a man who was trapped below by a beam across his chest. Pulling him into a safe position where he could not drown Arthur rushed off for help and then, with the aid of others, took the man to safety and administered first aid.

# Bookshelf

## some recent publications reviewed

### Scapa Flow

in War and Peace

by W.S. Hewison

published by Bellavista Publications at £8.00

ISBN 0-9525350-0-9

Although mention of the name Scapa Flow immediately brings to mind the area's naval connections this 270sq mile patch of protected anchorage has a history which stretches back beyond the Vikings (who gave it its name) and which extends from the stone age to today's North Sea oil industry – via the herring fishing fleets and the scuttling of the German fleet in 1919. However the Flow's naval involvement is perhaps its most significant, and it is this which takes up the majority of the volume.

And who could better be placed to recount this history than a man who was on the editorial staff of the local paper, *The Orcadian*, for 34 years? Bill Hewison not only has a deep interest in – and knowledge of – this fascinating stretch of water but is also able to recount it in a way which brings history to life.

The severe weather which can be encountered around the Orkneys and the vicious tidal streams which run around and through Scapa Flow are partly responsible for there being no fewer than three lifeboat stations there – two of them on the Flow itself. Kirkwall, Stromness and Longhope lifeboats all have a proud history – sufficient to warrant a separate chapter – but it is Longhope which is perhaps best known to the general public after the tragic loss of *TGB* with all of her crew of eight in 1969.

A fascinating book which although of great local interest also extends its appeal far beyond the Orkneys themselves.

The book can be obtained from the publishers, Bellavista Publications, Bellavista, Carness Road, Kirkwall, Orkney KW15 1TB for £8 including post and packing.

### Shipwreck Index of the British Isles - Volume 1

by Richard and Bridget Larn

published by Lloyds Register of Shipping at £49

ISBN 0 900528 88 5

This massive, large-format volume must certainly fulfill the authors' intentions of being the most comprehensive listing of shipwrecks around the British coast – or at least Dorset, Devon, Cornwall and the Isles of Scilly which are covered in this first volume. (It is the authors' intention that further volumes will extend the coverage nationwide.)

With some 7,000 wrecks covered in this single volume (and tens of thousands anticipated in the completed work) the information on them is basic – being limited to that obtainable in existing historic documents and records. As the compilers point out, the work of researching in depth even the 7,000 entries of

Volume 1 would be more than one person could achieve in a lifetime, let alone the tens of thousands eventually to be covered.

What the register does achieve is to group previously scattered and often inaccessible information in one volume so that anyone with an interest in a particular wreck can identify it and obtain enough leads to carry out further research.

The entries are listed chronologically within each area, and with an alphabetical index to aid location.

Undoubtedly a very valuable reference volume, the review copy having already been used in this way within our office!

## Books for the yachtsman – small boat safety

Safety is not just a matter of carrying the right flares and enough lifejackets – it is more a state of mind. If a small boat sailor knows how to handle his boat in any conditions and can rely on her not to break down in moments of stress he stands a good chance of avoiding the RNLI's annual statistics. The books reviewed here will all help...

### Boat Handling

under sail and power

by Bill Anderson and Tom Cunliffe

published by Fernhurst Books at £11.95

ISBN 1-898-660-15-8

The provenance of Bill Anderson and Tom Cunliffe to produce a comprehensive, accurate book on this subject is undoubted. Bill is the RYA's Training Manager (the man who is responsible for administering national standards) and Tom is a yachtmaster examiner and a true seaman of vast experience as well as being the author of several other books on the yachting scene.

The subject is tackled logically - starting with the essential theory, moving on to manoeuvring in harbour under power and sail (an art rapidly being forgotten but of great value) and finally at sea under sail.

A good basic primer

which will also prove more than useful to 'improvers' and also as a handy *aide memoire* to the more experienced.

### Inflatables

by Dag Pike

published by Adlard Coles Nautical at £13.99

ISBN 0-7136-3881-8

A good basic primer for the owner, or would-be owner, of any inflatable or rigid inflatable boat (RIB).

Dag Pike has many years of experience with powerboats of all kinds (he was once an RNLI inspector of lifeboats and has been navigator aboard the trans-Atlantic *Virgin Atlantic Challenger*) and in this volume he covers the whole gamut of inflatable and rigid inflatable choice and use.

Given the RNLI's heavy involvement with the development and use of seagoing inflatables and RIBs it is inevitable that its methods will be used as examples (and illus-

trations) in a book of this kind. An owner who reads and assimilates the contents of this volume would be well placed to say that he was doing his bit for safety at sea.

### The Marine Electrical and Electronics Bible

by John C. Payne

published by Adlard Coles Nautical at £22.99

ISBN 0-7136-4110-X

Yes, it sounds boring and no, it probably won't challenge Jeffrey Archer at the top of the best sellers list.

But would a best-seller help ensure that when the chips were down all of your electrics and electronics carried on working in the way you intended?

This comprehensive volume tells you just about everything you need to know about your boat's electric and electronic systems, and is invaluable if you ever intend to leave your marina berth!

### A Short History of the Padstow Lifeboat

by George C. Phillips

published by the author at £3.25

Padstow claims to be the second oldest lifeboat station in the Duchy of Cornwall, being set up in January 1827 mainly as a result of Chief Officer of Coastguards' efforts.

The north Cornwall coast has been a dangerous area for shipping since the age of sail, when its geography seemed almost tailor-made to take advantage of the wind's habit of flying into the west or north-west after a south-westerly blow.

With a rocky and inhospitable coast to leeward Padstow may have seemed a safe haven, but shipping soon found that its approach was difficult and confusing and that the sands of the Doom Bar stretched across its entrance were very aptly named.

It is hardly surprising that even the town's lifeboats have fallen foul of the elements, with disasters in 1867 and 1900 – when both of the station's lifeboats were in trouble and 11 men were lost.

George Phillips is the station's Honorary Secretary and, in this latest version of his booklet, has brought his history right up to date with the work of the current lifeboat, the Tyne class *James Burrough*.

Copies of the A5, 46-page book can be obtained from G. C. Phillips, Little Gambia, Near Padstow, Cornwall PL28 8LB for £3.25 including post and packing, of which 50p will go to the RNLI.

### The Memoirs of William John Harman 1854-1944

Shipwrecks and Rescue off Wells-Next-The-Sea Norfolk by Graham B. Walker published by the author at £4.95

Graham Walker is the current coxswain of the Wells lifeboat and it was while he was researching the history of the station for a book on the subject – due to be published shortly – that he found himself referring again and again to a copy of some memoirs which he had been lent.

These memoirs, of William Harman, seemed to be the only written history of shipwrecks in the area during the late 1800s and the early 1900s.

Graham discovered that the originals were lodged with the Greenwich Maritime museum, and while glad that they were at least safe he felt that they should be more widely available.

Hence, with the support of Harman's family and of the National Maritime museum, he set out to publish them – for which anyone with an interest in maritime history should be grateful.

Although essentially a local book this volume gives the reader a fascinating, first-hand glimpse of the world in which Harman lived.

The illustrations too are fascinating, bringing to life a world long since forgotten.

Copies of the book can be obtained from G. C. Walker at 16 High Street, Wells-Next-The-Sea, Norfolk NR23 1EP for £4.95 plus £1 post and packing.

### Strong to Save

by Ray and Susannah Kipling

published by Patrick Stephens at £14.99

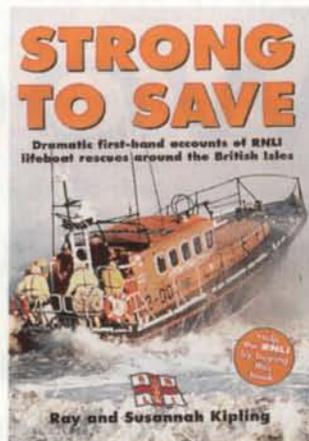
ISBN 1-85260-495-6

Author Ray Kipling is well placed to understand the special ambience of the RNLI – having been a member of staff for than 20 years and the Institution's Deputy Director since 1988 there is little he doesn't know about the men and the boats.

Ray already has two lifeboat books behind him and his wife Susannah is also an accomplished writer. Between them they have produced a volume which gives a splendid insight into both the way the RNLI operates and that particular blend of dedication, humour and occasional irreverence which makes the RNLI what it is but which defies definition.

Looking at the coast section by section the authors blend history with the activities of today's lifeboatmen with skill, keeping the imagination alive and giving us insights into the lifeboatman's way of life – afloat and ashore.

With such an inside



knowledge of the RNLI it is hardly surprising that there are one or two revelations – not the least being that the RNLI was almost 'nationalised' in 1970 and also the struggle by women to become recognised crewmembers

A book which can be highly recommended to anyone with an interest in the lifeboat service – and which adds 50p of the purchase price to RNLI funds.

### Troon Lifeboat

by Ian Cassels

published by Cluny Publishers

A fact-packed booklet which traces the history of Troon lifeboat station from its inception in early 1871 through to the latest Arun class *City of Glasgow III* with many illustrations, mainly contemporary and some in colour.

The booklet can be obtained from Troon's station Honorary Secretary, James Manson, at 118 North Shore Road, Troon, Ayrshire KA10 6RB for £2.50 including postage and packing. Cheques should be made payable to 'RNLI Troon Branch'.

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

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

### The Story of the Selsey Lifeboats The Story of the Weston-Super-Mare Lifeboats The Story of the Ramsgate Lifeboats The History of the Tynemouth Lifeboats

by Jeff Morris

Published by the author - prices and availability at the end of review

Four new volumes in Jeff Morris' series of station history booklets (or rather three new and one up-date – Selsey).

Each continues the familiar format with a detailed and well-illustrated account of the station from its inception to the present day, taking in the more notable services and events during that time.

The booklets are available from the following sources (all prices include p & p) –

Selsey: Mrs V. Littleboy, 71 East Beach Road, Selsey, West Sussex PO20 0ES at £3.

Weston-Super-Mare: Mrs J. Allam BEM, Cotteswold Court, 72 Birnbeck Road, Weston-Super-Mare, Avon BS23 2EF at £3.

Ramsgate: Mrs L. Burgess, 13 Dorothy Drive, Ramsgate, Kent CT12 6TN at £3.

Tynemouth: Jeff Morris, 14 Medina Road, Foleshill, Coventry, West Midlands CV6 5JB at £2.50.

# Seeing the wood for the trees...

The air is heavy with the unmistakable smell of sawn timber and Stockholm tar and jangles gently to the sound of a distant bandsaw as I watch a boatbuilder ease a plank into place around the gaunt frames of an 18ft launch under construction. Somewhere nearby a mallet makes contact with a caulking iron and not far away stands a log of hardwood, sawn into wide planks and separated by small spacers while the timber dries naturally in the air.

I'm watching something that I last saw thirty years ago – skilled shipwrights creating a living, almost breathing boat from nature's raw materials. The fact that I'm watching an RNLI boat being built in this way casts some doubt on my certainty that this is 1995, and it is only when a whiff of epoxy resin from further along the shed reaches my nostrils that the feeling that somehow I've stepped into a time warp disappears.

For the truth is that although this is 1995, and that all RNLI lifeboats are now formulated, mixed and moulded from the very latest materials the Institution does still have a use for boats which are first grown, then sawn and lovingly assembled piece by natural piece.

Lifeboats need to be as light as possible for their strength in order to achieve the speeds we now demand, but there is a perverse pleasure in discovering that to get the crew out to some of those technological marvels there is nothing better than a traditional, wooden boarding boat.

Here at the International Boatbuilding Training College in



Oulton Broad, Suffolk there are usually two or three RNLI boarding boats in various stages of construction, built to several different designs to suit conditions at various lifeboat stations.

The shipwright I'm watching is easing a plank into the bilges of an 18ft, carvel launch (carvel planking is laid edge-to-edge, giving a smooth hull), while across the shed - behind an exquisite, almost-complete, teak and iroka steam launch - lies a 16-footer having the final touches put to her clinker (overlapping plank) hull.

In another corner two men carefully persuade part of the second skin of a 20ft RNLI launch into place. This 20-footer is of cold moulded construction, where three thin skins of timber are laid around the framework - first diagonally in one direction, then diagonally again at 90° to the first and finally fore and aft. It is from this corner of the shed that the smell of epoxy resin emanates, as a layer of this powerful modern adhesive is used to bond the three skins together. This is a true blending of traditional skills and modern materials, for although old lifeboats were built in a similar way (then just termed 'diagonal') the best material available at the time to hold their multiple skins together and to exclude water was calico, linseed oil, white lead paint and copper fastenings. Good enough in their time, but not able to hold a candle to

(Above) A carvel built 18ft launch takes shape for the RNLI, and (below) a plank is carefully positioned and fastened in the age-old way.



The RNLI may rely on the latest technology when building its new lifeboats – but there are some situations where there is no substitute for good old fashioned tree-wood. **Mike Floyd** investigates.

modern adhesives!

The RNLI's mix of modern high-tech lifeboats and traditional wood boarding boats holds the same fascination - the best material for the job wherever it's needed. Fibre-reinforced composite has many virtues; it is immensely strong for its weight, and can be designed to be strongest both where it's needed, and in the direction of the greatest stresses. Yet it is expensive and does not have the give, the flexibility and the 'life' which enables a traditional wood boarding boat to cope with the slings and arrows of its knockabout life alongside quaysides, checking moorings and being a general jack-of-all trades. Experience has shown that wood boats have a longer life than their plastics sisters - and are more economical as a result.

The Institution takes around six boats a year from this

Modern epoxy adhesives secure and waterproof the three skins of this 20-footer replacing calico, white lead paint and copper rivets of the old methods.



### The International Boatbuilding College

The International Boatbuilding College's origins can be traced back more than 20 years, when local boatbuilders became aware that general traditional skills were in danger of disappearing as yards began to specialise in certain aspects of construction. Soon 16 boatbuilders in East Anglia were involved and the centre began its training, essentially as a replacement for apprenticeships and with the yards funding their students.

However each of the yards had a need for specific skills, and obviously preferred the centre to concentrate on

builder, and has done so for some 15 years. There are 10, 13 and 16ft clinker built boats, inboard engined 18 footers with carvel and cold moulded hulls, plus the 20-footer now under construction – the first to this design and destined for St Mary's on the Isles of Scilly. There has even been a high speed cold moulded 18-footer, specially designed for Humber lifeboat station and powered by a pair of 40hp outboard engines.

But where can one find the skills to build these boats, and at a competitive price? There is an international resurgence in traditional construction, but the RNLI is fortunate in that it has a symbiotic relationship with the International Boatbuilding Training Centre.

Students come to the centre to learn and practice boatbuilding skills – and to do that they need to build boats. This means that the college needs to maintain a constant supply of orders for the types of boat it needs to build, and to have them at the right stage of construction to suit the students needs.

It can hardly charge its paying students' labour out by the hour, so the college sets its prices for finished boats on a materials cost-plus-percentage basis. This leads to very competitive pricing which, together with the College's extremely high standards, ensures there are always more orders than capacity. The college can therefore choose which customers it deals with – and the RNLI is fortunate in that it is considered a very suitable one!

The College's teaching method means that each student moves from boat to boat, adding to his or her repertoire of skills at the required time. This makes it almost impossible for the college to give a firm completion date. Again the Institution is a more than suitable customer – there is a continuing need for replacement boarding boats and so the RNLI always has orders placed at the College for future work. The Institution knows it will receive boats of extremely high standard, at an unbeatable price, and the actual date of completion is immaterial as some six RNLI boats emerge through the doors each year to meet the demand across the country.

The relationship works well – the RNLI gets excellent quality and prices, and at the same time is able to help build up shipwright skills for future generations. In return the College is able to help the Institution and build a variety of boats without too much pressure for completion dates. Flexibility helps too - one 18-footer was intended to be carvel built, but the college needed a cold moulded order to fit their training programme... Could they build her this way instead?

Sail training vessels in for repair and refurbishment, steam launches in teak and iroko, 8ft pram dinghies, a 55ft replica's of Joshua Slocum's world-girdling *Spray* and several other cruising yachts crowd the building shed. Bandsaws whine, chisels clunk, planers whirl. This may be a step back in time in some respects – but it is to a past with an assured future.

these. Predictably the requirements were different for each company, and so the centre found itself being pulled in many directions as it tried to meet these needs.

Eventually the current managing director, John Elliot, took over the operation as a commercial concern, setting up as an independent centre of excellence for the marine trade and with the students funding their courses themselves.

So far some 1,200 students have taken the one-year course, with 98% of them achieving passes at City and Guilds and 58% of Distinctions. More than 15% of students have gone on to set up their own boatbuilding businesses.

# Open House

Although visitors are always welcome at its Poole headquarters and depot, the RNLI makes a special effort every two years, throwing the whole site open to visitors for two days and putting on displays and demonstrations to illustrate its work. This year's event was held on July 28 and 29, and attracted an estimated 6,000 visitors.



(Top left) The newly dredged north quay at the depot provided more alongside space for lifeboats – a Brede (nearest the camera) and a Trent. (Top right) The Atlantic and D class (pictured) righting demonstrations were as popular as ever. (Lower left) Local radio station Classic Gold broadcast live from the event on Friday. Presenter Geoff Barker is pictured talking to actor Robin Asquith who took time out from a local appearance to visit Open Days. (Centre) The Atlantic 75 simulator gave younger visitors a chance to experience a 'trip' on a fast rigid inflatable. (Lower right) The RNLI's Display Co-ordinator Liam McKenna has every right to look exhausted as Saturday draws to a close - most of the vast burden of organising the event falls on his shoulders.

## Singalonga Lottery!

The Open Days provided a wonderful backdrop for the draw for the RNLI's 70th lottery. Max Bygraves made a special return visit to Poole on Saturday 29 July to draw the winning tickets from the drum, which had been set up on the quayside. In front of a large crowd of visitors and staff he drew the winning tickets, cracking jokes along the line, much to the amusement of all present.

The draw, which raised £112,181, was supervised by the director, Lt Cdr Brian Miles, and the draw promoter Anthony Oliver, deputy head of fundraising and marketing.

The prize winners were:

**£2,000** R.F. Lambarth, Lowestoft, Suffolk. **£1,000** Mrs J. Fry, South Ruislip, Middx. **£750** W.G. Holliday, Lincoln; D.C. Green, New Southgate, London. **£500** R. Sanders, Sutton Coldfield, West Midlands. **£250** L.E. Alp, York. North Yorkshire. **£100** E.H. Allum, Woodford Green, Essex; Miss T. Mitchard, Netherfield, Notts; Mrs B. Godwin, Bristol; W.J. Evans, Gloucester; Miss P. Saunders, Southsea, Hants. **£50** Mrs C.A. Bowles, Romford,

Essex; Mrs A.S. Roberts, Felpham, West Sussex; Mrs E.G. Newbound, Buntingford, Herts; Mrs S. Winstanley, Sale, Cheshire; Mr and Mrs Murray-Usher, Castle Douglas, Kirkcudbrightshire.



# Naming Ceremonies

## New lifeboats named and dedicated

### Fishguard – Trent class *Blue Peter VII*

On 17 June 1995 Fishguard's brand new £1m Trent class lifeboat *Blue Peter VII* was officially named – and, to judge by the number of young people gathered on the foreshore for the ceremony, it was clear that 'Blue Peter' viewers were out in force. They had come to witness, come rain or shine (and there was both in quick succession), the crowning moment of the BBC programme's phenomenally successful appeal which had transformed over a million packages of bric-a-brac into cash for a fleet of six inshore lifeboats and the new Trent for Fishguard.

Lewis Bronze, 'Blue Peter's' editor, left no one in any doubt about how proud he and his team felt in handing over the lifeboat on behalf of his viewers to RNLI chairman, Sir Michael Vernon. It was a gift, he said, from a community of the air to a community of the sea.

Sir Michael paid tribute to 'Blue Peter' for allowing such an extraordinary relationship to develop between its millions of young and not so young followers and the RNLI over many years. He also reminded the gathering that the Royal Mail had been instrumental in the success of the appeal by delivering all the packages free of charge.

The bilingual service of dedication was led by The Right Reverend Ivor Rees, Bishop of St Davids, with music provided by the Goodwick Brass Band and the Fishguard High School Choir.

The moment for which so many had been waiting came when all three 'Blue Peter' presenters, Diane-Louise Jordan, Tim Vincent and Stuart Miles stood, poised to release the bottle and give the lifeboat her name.

As the bottle crashed and the champagne fizzed, eyes moved from the three television stars to the foredeck of *Blue Peter VII*, moored a few feet from the waterfront, her orange and blue gleaming in the intermittent sunlight. The ceremony was complete, an RAF Sea King arrived flying the traditional salute from the winch wire and everyone watched as the platform party was ferried out to the new lifeboat.



Fishguard's new Trent class lifeboat makes her way to sea after the ceremony with the three 'Blue Peter' presenters on the foredeck. *Blue Peter VII* is the first all-weather lifeboat to be funded by a 'Blue Peter' appeal and to carry the *Blue Peter* name

### Blyth – D class *Wren*

Saturday 8 July 1995 dawned warm and sunny for the naming of Blyth's new D class lifeboat – the first of two to be funded by Messrs Sinclair, Roche and Temperley from the proceeds of a concert held to mark the 60th anniversary of the company and the centenary of the City of London branch.

### Burry Port – D class and new lifeboat house

Saturday 3 June 1995 saw the handing over of Burry Port's new D class lifeboat and also the official opening of the lifeboat house.

The ceremony began with Tom Francis, chairman of the station, introducing Jeff Mankertz, divisional inspector of lifeboats for the west, who described the lifeboat before Mrs Shirley, niece of the donor, the late Miss May Lloyd, handed the lifeboat over to the RNLI. Commodore Hastie

CBE, member of the committee of management, then passed the lifeboat and the keys of the new lifeboat house into the care of Les Williams, station honorary secretary.

Following a service of dedication led by Reverend Harries, vicar of Burry Port, assisted by local clergy, Tom Francis invited Mrs Olwen Phillips, president of Burry Port ladies' guild to cut the ribbon to officially open the lifeboat house.

Mr E. Dalby, chairman of the station branch, opened the proceedings before Mr Harvey Williams, senior partner of Sinclair, Roche and Temperley, handed the lifeboat into the care of the Institution,<sup>2</sup>

on whose behalf she was accepted by Colonel Iain Bryce, a member of the RNLI's committee of management. Doctor R. Carr, the honorary secretary, then accepted the boat on behalf of the station.

The service of dedication was conducted by Father John O'Connor, vicar of St Cuthbert's Church and chaplain to Blyth lifeboat. Mrs Rae Williams, was then invited to name the lifeboat *Wren*, – the name chosen by the company because D class lifeboats are the smallest lifeboats, a wren is the smallest bird and the concert was held in St Paul's, which was designed by Wren!

# Naming Ceremonies

## Minehead – Atlantic 75 *Bessie*



Minehead's new Atlantic 75 *Bessie* waits outside the boathouse during the naming ceremony on 11 June 1995.

Photo Jeff Morris

Representatives of other lifeboat stations, RAF Search and Rescue, emergency services and lifeboat guilds formed part of a large gathering in front of Minehead lifeboat house for the dedication and naming of the station's new Atlantic 75 inshore lifeboat on 11 June 1995.

In his introduction station branch chairman Bill McNab spoke of the long service to Minehead lifeboat station which had led to the recent award of a silver badge to Reg Woodley. Mr Woodley then received his award from Captain Antony McCrum RN (Rtd), a life vice-president of the RNLI.

After briefly describing the background to the gift of a lifeboat by a lady who had requested anonymity, Richard Powles, a trustee of her estate, formally handed over the Atlantic 75 to Captain McCrum, who gave her into the care of Kevin Escott, station honorary secretary.

The development and characteristics of the Atlantic 75 were described by Jeff Mankertz, divisional inspector of lifeboats (west).

The vicar of Minehead, the Reverend Geoffrey Wrayford, then led the gathering in a service of dedication, following which Mrs Anne Powles named the lifeboat *Bessie*.

The lifeboat was then launched and exercised off the boathouse in company with the Barry Dock relief Arun class lifeboat which had crossed the Bristol Channel for the occasion.

## Montrose – D class

### *Holme Team 3*

The handing over ceremony of the new D class lifeboat stationed at Montrose took place at the harbour on 21 July 1995.

The lifeboat has been provided by a donation from staff and customers of The Fleece Inn at Holme in Yorkshire, who have also funded the D class lifeboat stationed at Filey. Their many fundraising ventures on behalf of the RNLI have raised almost £50,000 to date.

Noel Smart, chairman of Montrose station branch opened proceedings and Archie MacKenzie, chairman of the executive committee of the Scottish Lifeboat Council accepted the lifeboat on behalf of the Institution from Geoff Atkinson, proprietor of The Fleece Inn. He in turn handed her into the care of Captain Niall McNab, the station honorary secretary at Montrose.

Following the service of dedication led by the Reverend Tom Long of Montrose, assisted by Reverend L. Greenwood of Holmfirth, Mrs Ann Atkinson named the lifeboat *Holme Team 3*.

## Newcastle, Co Down – D class *Aldergrove*

On 10 June 1995 the chairman of Newcastle station branch, Will Wilson, welcomed guests, particularly representatives from the RAF based at Aldergrove whose personnel had raised £11,000 to pay for the lifeboat.

Wing Cdr Mark Codgebrook, who initiated the appeal, handed the life-

boat to the station. Vincent Murphy, deputy launching authority, accepted the lifeboat on behalf of the station and Group Captain R.E. Wedge, senior RAF officer, Northern Ireland, was then invited to name the lifeboat *Aldergrove*.

Music for the occasion was provided by Kilkeel Silver Band.

Group Captain Wedge is pictured preparing to name the lifeboat. Looking on, from left to right are: Barry Cartwright, William Wilson, Philip Gordon and Mark Poland.



## Poole - Atlantic 75 *Friendly Forester II*



Poole's busy new Atlantic 75 took a short breather on 15 August 1995 for her official naming ceremony, but even before the champagne was dry on her bow she was off on another shout!

The lifeboat was donated by the Ancient Order of Foresters and handed over by High Chief Ranger John Oliver. The High Chief Ranger's lady, Beryl Oliver, named the lifeboat *Friendly Forester II*, watched by dozens of Foresters, RNLI supporters and holidaymakers who had packed the cramped quayside for the ceremony.

## Relief - D class *The Craft Club* and *C John Morris DFM*

On Friday 28 July 1995, the first of the two Open Days at RNLI headquarters and depot, two new D class lifeboats destined for the relief fleet were handed over and named.

Lt Cdr Brian Miles, director, opened the proceedings and welcomed the special guests attending the joint ceremony and also the many hundreds of visitors on site at the time.

Mr Tom McMillan, treasurer of The Craft Club, donors of D480, handed over the lifeboat explaining that the 10,000-member club sprang from a 19th hole conversation between three members of the Rye Golf Club on April Fools Day 1991. Having agreed that they 'Can't Remember A Flipping Thing' they decided to celebrate the comforting fact by forming a club, open to young and old of both sexes, with the sole object of raising funds for their three favourite charities. Members now come from 45 countries across the world. Later in the proceedings Jim Marsham, founder member and secretary of the club, named the lifeboat *The Craft Club*.

The second lifeboat D483 was handed over by Adrian Keeble, appeal co-ordinator, the Worked All Britain Awards. This group of amateur radio enthusiasts raised the money for the lifeboat to mark the 25th anniversary of the

*Friendly Forester II* has been called out on service 70 times and has saved three lives in the period between 26 April, when she went on station, and the naming ceremony.

At 1900, while the guests were still nibbling the celebration cake, the call came from the Coastguard that a yacht was aground on the Oyster Bank. The Atlantic 75 and the Brede launched within minutes and by 1930 another rescue had been completed by the RNLI's busiest crew.

group and it was named *C John Morris DFM* by the widow of the founder of the group, Mrs Veda Morris, in his memory.

Both lifeboats were accepted by Mrs Richard Saunders, chairman of the RNLI's fundraising committee and a member of the committee of management. The lifeboats were dedicated by the Reverend Stanley Holbrooke-Jones, Rector of Poole.

Mrs Veda Morris names the relief D class lifeboat *C John Morris* in memory of her late husband.



## West Kirby - D class *Thomas Jefferson*

On a gloriously sunny day the service of dedication for the new D class lifeboat *Thomas Jefferson* took place at West Kirby Marine Lake on 26 April 1995.

Mr A.S. Frith MBE, chairman of Hoylake and West Kirby station branch welcomed everyone to the proceedings. George Rawlinson, deputy divisional inspector of lifeboats (west) described the history of the D class lifeboat and outlined its performance and importance within the RNLI fleet.

Mrs Marion Jefferson, honorary secretary of Hightown ladies' guild, who provided the funds to purchase the lifeboat in memory of her husband Thomas, a former member of the merchant navy, recounted his love of the sea and his desire for his ashes to be scattered at sea. It would give her great satisfaction to know that her husband's name would live on in this special way. She handed the lifeboat over to the Institution's director, Lt Cdr Brian Miles CBE who accepted her on behalf of the RNLI and delivered her into the safe hands of Lt Cdr R.H. Jones MBE, station honorary secretary, who accepted her on behalf of the station.

The service of dedication was led by the Reverend J. Ball, lifeboat chaplain, and was followed by Mrs Marion Jefferson naming the lifeboat *Thomas Jefferson*. A short demonstration by the crew was appreciated by everyone, including the large crowd who had come to West Kirby to enjoy the sunshine.

# The legacy lifeline

Legacies are a vital element of the RNLI's funding, particularly for long-term capital expenditure. With signs of a decline in this source of income we examine the ways in which a legacy can indeed offer a lifeline to casualties of the future

When Sir William Hillary launched his 'Appeal to the British Nation' in 1824, he could scarcely have imagined that more than 170 years later the Institution he founded would be preparing to meet the challenge of saving life at sea into the second millennium – and of maintaining the level of funds necessary to meet that challenge in a world which had changed beyond all imagining.

Yet that is precisely the situation which the RNLI is in today as a new generation of 25-knot, all-weather boats goes on station around the coasts of the UK and the Republic of Ireland. Although these new Severn and Trent class lifeboats will reduce the time taken to reach casualties their design, development and construction will require an investment of some £130m

**Construction of the new generation of 25 knot lifeboats will require an investment of £130m...**

over the next few years. Maintaining these new boats, providing the facilities needed ashore and equipping their crews will add further to the amount of funds required.

Meanwhile, nothing stands still and the Institution's designers are already at work on the development of more new lifeboats, the next project being the replacement for the current slipway-launched Tynes when they reach the end of their service lives.

It is this long-term commitment which makes the RNLI's situation unique – it is committing itself to heavy expenditure to ensure that an efficient lifeboat service is not only available today, but also in the foreseeable future. Yet to do this it must be able to rely on a secure source of equally long-term

Although 'super-legacies', ones that can fund an entire lifeboat, hit the headlines, it is not surprising that the majority of bequests are much more modest. This, of course, makes them very valuable to the RNLI, as they can be used for many different purposes, perhaps topping up a local appeal to provide the balance of the cost of a much needed lifeboat, or to fund particular items such as engines or navigational aids.

For example, in 1993 the appeal for the Arbroath lifeboat *Inchcape* raised £232,081, which although a very creditable amount was far short of the cost of a Mersey class lifeboat. The balance of £365,747 needed to fund and provide this much needed lifeboat was secured by grouping together 13 legacies with an average value of just over £28,000.

The Swanage lifeboat *Robert Charles Brown*, named after a local lifeboat hero who served in the crew for over 50 years, was also funded in this way. Nine legacies provided 45% of the total cost, with among them a bequest of £500 which paid for a portable VHF radio.

Research undertaken for the RNLI suggests that fewer supporters will be able to leave large legacies, and the rising costs of building lifeboats will also make individually funded boats less common. We can therefore expect to see even more lifeboats paid for by groups of relatively modest legacies.



Arbroath's Mersey class lifeboat *Inchcape* – seen here after her naming ceremony in 1994 – is a good example of the way in which a number of smaller legacies can be grouped together. 13 legacies, with an average value of £28,000 were used to 'top up' a local appeal and fund the lifeboat which cost some £600,000 at the time.

By coincidence the 'News' pages of this issue of THE LIFEBOAT announces one of the so-called 'super legacies', one large enough to fund all, or virtually all of a new lifeboat.

With Trents now costing £1m each and the larger Severns now needing £1.4m to put afloat the number of whole-boat legacies is likely to fall, as is the number contributing more than the 50% traditionally needed to choose the lifeboat's name.

However the estimated £1m left to the Institution by the world-girdling yachtswoman Susan Hiscock will ensure that the name *Wanderer*, carried by every one of the cruising yachts owned by herself and her late husband Eric will live on – on a Severn or Trent.

Susan and Eric Hiscock were well known to the yacht cruising fraternity, with several circumnavigations under their belts, and were authors of many books recounting their travels which were often considered 'bibles' for those who emulated them.



funding, which has traditionally been provided by legacies – gifts in the wills of supporters.

Although subscriptions and donations from members make a tremendous contribution to funding the lifeboat service, it is a fact that 60% of the funds needed to maintain the service are thanks to gifts supporters have made *after* their lifetime.

With the number of lifeboat launches increasing with every passing year and need to provide modern lifeboats and equipment into the future the importance of legacy gifts continues to increase.

It was therefore quite disconcerting for the RNLI to discover that legacy income had fallen by some 4% during 1994, and that the decline has increased during 1995. This may not sound like a huge fall, but due to the importance of legacies to the Institution – particularly for long-term funding – it is a significant drop. In monetary terms it means that the RNLI's 1995 income could be some £4m down on 1994. Put another way, £4m is three new all-weather lifeboats or 65 new Atlantic 75 rigid inflatables!

Fortunately the Institution's finances are sound enough to avoid any cutbacks in service – which have already been forced on other charities in a similar situation – but if the decline in legacy income continues the RNLI could be forced to dip into its reserves as early as this year or next.

At the moment it is not known whether the fall is merely a 'blip' or the harbinger of a continuing decline, affected by factors as diverse as falling property values and increased life expectancy.

However, the importance of legacies to the RNLI's life-saving work means that it is crucially important to be able to predict accurately what level of legacy income the Institution can expect to receive in the future – which explains why members received a letter on the subject in their previous issue of THE LIFEBOAT.

The purpose of the letter was to establish whether or not RNLI supporters were planning to leave a legacy to the Institution in their will – and asked whether they would give an idea of their intentions, anonymously of course.

The response was staggering and, to date, more than 14,000 replies have been received, more than a third of them positive. Although the Institution was very pleased to hear how many supporters intended to leave

it a legacy, the information from those who had, as yet, made no plans was almost as valuable, as information on the number of legacies which can, or cannot, be expected in the years to come will be a great help to financial planning.

The letter was not intended as a fundraising exercise, but the replies included enquiries from a substantial number of supporters asking for more information on how to make a gift to the RNLI in their will. As a result a new booklet, called 'Preserving All You Value', has been written – in plain English and designed to help all members wishing to help secure the future of the lifeboat service in this way.

The booklet contains all the information necessary to make a will – or to update one – including suggested wordings for the main types of legacy. It aims to include everything needed when preparing to visit a solicitor.

'Preserving All You Value' is free, and can be obtained from the address given in the box on this page.

As well as containing 'legal' information – including the circumstances in which it becomes necessary to bring an existing will up to date – the booklet also includes a wealth of material about the history of the RNLI, together with some startling illustrations of how costs have risen over the years since Sir William Hillary's appeal.

For instance, even as late as 1895, the entire costs of running the service for a whole year amounted to just £75,000. Now, some £170,000 is required to keep the lifeboat fleet operational for a single day. Even allowing for inflation this demonstrates clearly how times have changed and the level of support a modern and technologically advanced lifeboat service needs.

The RNLI, as ever, depends entirely on voluntary contributions, and legacy gifts and pledges will continue to be needed to take the RNLI into the new millennium and to maintain the lifeboat service not only today and in the next few years but also into the foreseeable future.

Copies of the booklet 'Preserving All You value' can be obtained free of charge from the following 'Freepost' address – no stamp is required:  
John Marshall, Legacy Enquiries Officer, RNLI, FREEPOST, West Quay Road, Poole, Dorset BH15 1BR.

# YOUR LETTERS



## Thanks to Alderney...

The RNLI has always been our favourite charity. During a Channel crossing on 19 June in our 29ft yacht we had good reason to be grateful for the support we and countless others have given the Institution.

Conditions for the crossing from Salcombe to the Channel Islands were close to ideal. What we had not bargained for and could not have predicted was the fouling of our propeller, mid-Channel, and the subsequent disappearance of the forecast Force 4 wind. We were left with no means of propulsion in a potentially dangerous situation near the Casquets TSS (*Traffic Separation Scheme, the commercial shipping 'lanes' - ED*) into which we were subsequently swept by the tide.

Following radio exchanges with St Peter Port and Alderney harbour radio we were safely towed in to Braye harbour by Alderney's Trent class lifeboat *Earl and Countess Mountbatten of Burma*. The courtesy and consideration shown by the lifeboat crew did not end there. They contacted an amateur diving group operating in the harbour and within 30 minutes of mooring up, our propeller had been cleared of a large quantity of fishing net and line. The divers, who had interrupted their holiday activities to help us, refused to accept any payment.

It was hard to feel, at the time, that we were in serious danger. The sun was shining, the sea was calm and no-one had been hurt. But danger there was. I knew very well that we had no hope of making any safe port before nightfall and no chance of avoiding eastbound shipping in the TSS. We owe our safe arrival in Alderney (and quite possibly much more) to the RNLI and we shall be forever grateful.

A copy of this letter, together with a cheque as a small token of that gratitude, goes to the Alderney lifeboat station. Thank you.

**David King, Cheltenham.**  
Skipper of yacht *Legere*.

## ... to Sheerness...

I am writing to you to commend the actions of the coxswain and crews of the Sheerness lifeboat and inshore lifeboat on the afternoon of Friday 19 May in response to an emergency situation following a fire aboard my sailing yacht *Romilda* south of the Medway approach channel.

The situation was potentially life-threatening with the fire in danger of becoming out of control and always the risk of explosion from inflammable material or liquid.

I will always remember the feeling of relief on seeing both lifeboats approaching at speed and I cannot overstate how impressed I was with the efficiency, professionalism and good seamanship of both crews. They displayed considerable courage also in fighting the fire and I would ask that you pass on my thanks and deep appreciation for what they did.

My yacht was saved, albeit badly damaged, and myself and my crew were safely landed ashore. I am sincerely grateful for the parts played by your crews which were in the best traditions of the RNLI.

**J. Ohlson,**  
Sidcup, Kent.

## ... and St Davids

I have recently returned from a short holiday in St Davids, Pembrokeshire and stayed, as I have done for many years, at the Old Cross Hotel. The bar manager turned out to be Malcolm Gray, coxswain of the St Davids lifeboat at nearby St Justinians. On learning (through my RNLI polo shirt) that I was a member, he suggested that we went down to St Justinians.

We duly arrived and met the chief mechanic, John Bateman, to whom we chatted (and listened!) for about an hour. He was most interesting and made our visit to the lifeboat more than worthwhile.

On returning to the hotel for a pre-lunch drink we met several members of the crew and had a very pleasant sojourn!

I thought that I should like to record our appreciation and thanks for the excellent way we were received and treated and how much we learned about the service, the vessels used and so much more. Good luck to the future of the RNLI and many thanks.

**R.G.R. Denman,**  
Westbury on Trym, Bristol

## ...and to Swanage

Thank you for rescuing myself and others aboard the yacht *Rumpus* west of St Alban's Head during a Poole yacht club race from Poole to Weymouth on 20 May. We were on the rocks as a result of the skipper's absent-mindedness, with an unusable rudder and the yacht was in danger.

The speed, professionalism and sensitivity of the RNLI's response to our need was truly awesome. We had a helicopter, the Swanage lifeboat and an inshore lifeboat with us in what seemed like no time at all. We were towed back to Swanage and I was given a lift to the local bus station, a sympathetic and generous gesture.

Please convey my sincerest gratitude to the Swanage crew and others involved. All four of us aboard the yacht are members of the RNLI and doubtless will not forget that Saturday.

P.S. I am told that an ancestral relation designed an early lifeboat, if not the first, in Yorkshire. The Masterman family were shipbuilders in Whitby.

**S.F. Masterman,**  
Maida Vale, London.

## Unexpected bonus!

Following Bob O'Brien's letter in the Summer issue, I may be able to shed light on the arrival date of our landing in Ramsgate from the Dutch collier.

At Ramsgate I was given a stamped postcard by the VWS to address to my parents informing them of my survival. They received this postcard, and it is now in my hands, the date - 31 May.

Two days later I met a young lady who was to be my wife for almost 50 years. So to the Ramsgate lifeboat and crew my sincere thanks, without them this would not have happened.

**Ken Baker,**  
Exmouth, Devon.

## On the cards

I am a collector of old lifeboat postcards and will be pleased to hear from any fellow readers who might have such cards for sale.

**R. Peters,**  
90 Halsdon Avenue, Exmouth, Devon  
EX8 3DH

## The missing years

I have just finished reading the Spring 1995 issue of *THE LIFEBOAT* which, I hasten to add, I always enjoy. However, there is one omission which I should like to correct on page 318 under the heading ...and in New Zealand.

The article written by Dave Jeeves of Exmouth branch describes meeting up with an ex-RNLI Liverpool class lifeboat, now converted to carrying passengers at New Plymouth in New Zealand. After describing how the lifeboat served at Bridlington between 1953 - 1967, there was a serious omission. This lifeboat was purchased by my Institution in 1969, shipped to New Zealand and put into full service in 1970 at Sumner, being re-named *Rescue III*. She served with distinction for 22 years before being sold to a private buyer in New Plymouth in 1992.

I was coxswain when *Rescue III* retired from active lifeboat service. Its successor is a Rother class from Sennen Cove and is proving very popular with our volunteer crew. The SLBI enjoys very close association with the RNLI and it is always a pleasure to welcome enthusiasts from other parts of the world - particularly from the UK.

*THE LIFEBOAT* is eagerly read by all our crew and is very popular with all our members.

**W.J. Baguley,**  
honorary secretary,  
Sumner Lifeboat Institution,  
Sumner, Christchurch, New Zealand.

Letters from readers are always welcome. Address them to The Editor, RNLI, West Quay Road, Poole, Dorset BH15 1HZ and mark clearly 'for publication'

## Rhyme for a reason

'Poetry Now', a publishing company in Peterborough, feels it is high time that we heard from the people who drive the ambulance, put out the fire, rescue the sinking boat and enforce our laws. Editor of the project, Kerrie Pateman, wants to know how their job affects them, both socially and mentally. How do they get up for their shift and do it all over again, day in day out? What makes them go back for more?

If you work for any of the emergency services or are involved with someone who does, Kerrie



The Liverpool class lifeboat *Tillie Morrison Sheffield II* - seen here in RNLI service at Bridlington - is now a tripper boat in New Zealand. Walter Baguley's letter (left) reminds us that she served as a lifeboat in Sumner, New Zealand, for 22 years bearing the name *Rescue III*.

## The reasons why

While staying in Mousehole last November/December, my husband and I walked to Land's End from Sennen Cove. At Land's End I bought a fascinating book about the tragedy of the Penlee lifeboat and on our return to Sennen Cove we visited the lifeboat station.

This book and our visit prompted positive action and we became members of the RNLI. Perhaps it is visits to lifeboat stations that prompt most members to join, but I also had another reason. I used to be a surf lifesaver in Australia and felt that both 'jobs' had a lot in common.

If we lived by the coast I would have endeavoured to do something constructive for either the nearest lifeboat or lifesaving club, but as we do not then being a member of the RNLI is the next best thing.

**Mrs Helen Yates,**  
North Warnborough, Hook, Hants.

## Pound for pound

To all souvenir secretaries: do you have any of the round (not cylindrical) £1 coin holders in stock? I am looking for a supply for a very valued, long standing supporter and they have been discontinued by RNLI Sales.

Does anyone know of an alternative source or supply?

**Susan Flack,**  
Chairman, Brentwood branch,  
Little Garnetts, Bishops Green,  
Dunmow, Essex CM6 1NT.

## Building history

Recently I re-read the Spring issue of *The Lifeboat* and was particularly interested in the letter on page 305 from David Herriott referring to boat houses on Holy Island. You have added notes regarding three boat houses on the island. The one built in 1908 was by Messrs J. Shewell and Co of Darlington and was of oak construction with oak pins at all joints. My father was the foreman joiner, his name being W. H. Thompson. He often later told me about his work on Holy Island and also on various other remote islands in the north. I hope this information might be of some interest to you.

**H. L. Thompson**  
Hull

Following the correspondence about Holy Island's lifeboat houses a letter from a member of the Lifeboat Enthusiasts Society reminded us that the society exists to further all kinds of historical research and has comprehensive records and archives.

Full details can be obtained from the Honorary Secretary, John Francis, at 13 West Way, Petts Wood, Orpington, Kent BR5 1LN.

would love to hear from you for a new anthology about the people who do these jobs. Readers are invited to submit up to two poems (max. 30 lines each) for consideration. Royalties will be paid to all those who have work published.

Entries must reach 'Poetry Now', Emergency!, 1 Wainman Road, Woodstone, Peterborough PE2 7BU no later than 30 November 1995. Please enclose a stamped addressed envelope - unused work will be returned.

**Trudi Ramm**  
Project Coordinator, 'Poetry Now'

# PAST...AND...PRESENT

## 125 years ago

### *From The Life-Boat of 1870*

*At a time when the RNLI's income from legacies is under scrutiny it is interesting to look back to the Institution's earliest days and the way in which lifeboats were funded.*

#### **The Gift Life-boats of the National Life-Boat Institution**

Fourteen years since a movement commenced of an altogether novel character in the life-boat work, and which is without precedent in this or in any other country. At that period a benevolent lady presented the National Life-boat Institution with the cost of a new life-boat, to be stationed at a part of the coast where one was needed. Another life-boat soon followed from a gentleman. A third was presented by a yacht club; and a fourth was given by a lady as a thank offering after a providential preservation from drowning. Rapidly the generous spark was fanned into a flame and new boats, as fast as they were required on the various coasts of the United Kingdom, were presented to the Society.

Many of these noble gifts assumed the shape of memorials to departed relatives or friends, the first of which was given by two surviving sisters, in memory of a third to whom they had bid a last farewell, and which boat bears the affecting and affectionate name of *The Sisters' Memorial*. Next came inland towns, Ipswich being the first, some of the inhabitants of which, feeling a desire that their own communities should be represented on the coast as performing their share of the national duty of affording protection to shipwrecked persons, in the only manner in which they could do so, appealed to their fellow-townsmen, and soon many of such inland places were represented by their own boats. Our chief manufacturing towns and cities being conspicuous amongst the number.

Again, various public bodies of men, such as the great Mutual Benefit Societies, the Civil Service, the universities, the yacht clubs, commercial travellers, Sunday schools, and the subscribers to public journals, the Society of Friends etc. and lastly, standing by itself in kind, the noble gift of £2,000 for the provision and endowment of a life-boat station, by a firm of Parsee Merchants, Messrs Cama and Co., on retiring from business in London, as an acknowledgement of, or thank offering for their success, and in testimony of their appreciation of the kind reception they had uniformly met with from the inhabitants of London.

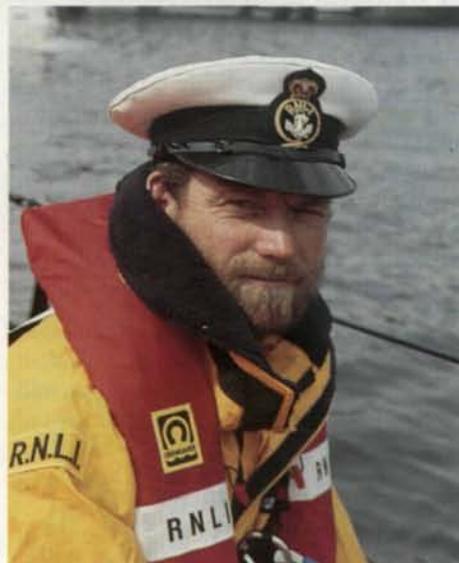
In this manner it has come to pass that, as a great and enduring monument of the benevolent feeling and voluntary duty, if we may use the term, of the people of this country, the grand fleet of splendid and perfectly-equipped life-boats which belongs to the Life-boat Institution now encircles our coasts. That fleet, at the present time, consists of no less than 220 boats and of that large number 212 have been special gifts or, as in the case of a very few of them, have been adopted by payment of their existing value.

## Today's lifeboatmen

Barry Bennett has been coxswain of St Mary's, Isles of Scilly lifeboat since 1991. Barry, who is a fisherman, first joined the crew in 1979 and served as second coxswain from 1985 until his appointment as coxswain.

He was awarded a Bronze medal in 1993 in recognition of his

outstanding courage, skill and seamanship when the lifeboat *Robert Edgar* rescued the sole occupant of the yacht *Bacarole* which was swamped by heavy seas in very shallow waters off Port Cressa Bay on 12 September. The lone yachtsman had anchored in the bay, but in winds gusting to Force 9 and breaking seas was soon in difficulties. After several attempts the lifeboat closed the casualty and the survivor was hauled on board just as the yacht was engulfed by waves and sank.



## Facts and Figures

Provisional statistics as at 29 August 1995 show that so far during 1995:

- The RNLI's lifeboats were launched 3,031 times (an average of more than 12 launches a day)
- 650 lives were saved (an average of more than 2 a day)
- Some 4% of all services carried out by lifeboats were in winds of Force 8 and above
- Some 53% of all services were to sail, power and manual pleasure craft)
- There are 289 lifeboats on station
- To 29 August 1995, 127,483 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

# A Relaxing Way to Enjoy the London Boat Show

4th - 14th January 1996

Do you find going to the London Boat Show at Earls Court a less than relaxing experience... rushing for a taxi or train or queuing for tickets. We can offer RNLi members a more enjoyable and relaxing experience at the London Boat Show, with accommodation in London and whilst there why not visit the theatre or take in the sights.



## A Complete Package

The package includes one night's accommodation in a twin or double room with continental breakfast. (English breakfast is included at the London Hilton on Park Lane, The Langham Hilton and the Hilton National Cobham - English breakfast is available at all other hotels for a supplement of £6.00 each guest.) Also included is the admission ticket to the Boat Show and official catalogue which you collect at Earls Court. (Your Boat Show tickets will be given to you on check-in at your chosen hotel.)

## How To Book

Call Hilton Reservations Worldwide on **0990 445866** and ask for the Special Events Co-ordinator quoting 'RNLi London Boat Show'. A deposit of £15 each is required at the time of booking. This deposit is non-refundable if cancellation occurs 14 days or less before your arrival. Alternatively, please complete the booking form and send to: **RNLi Offer, HRW, PO Box 137, Watford Herts WD1 1DN.**



PLEASE NOTE SPACES ARE LIMITED IN LONDON SO PLEASE BOOK NOW TO AVOID DISAPPOINTMENT.

## An Evening With Sir Robin Knox Johnston

Friday 12th January at the  
London Regents Park Hilton

Join us for a special private dinner with wine where Sir Robin Knox Johnston will talk with video and slides. He will recount his many exciting and demanding sailing adventures and how he won the Jules Verne Trophy from the French in 1994 by setting the new World Record for a sailing circumnavigation. He was



the first man to sail solo non-stop round the world and twice won the Round Britain Race and has set various transatlantic sailing records. The price for this special evening is £25 each, if

you wish to stay overnight at the Regents Park Hilton the price is £27.65 for each guest and includes continental breakfast (£13.00 single supplement applies).

The Regents Park Hilton is situated opposite Lords Cricket Ground, a short walk from St Johns Wood tube (Jubilee line) and is 1½ miles from Baker Street. The hotel has a free car park and all rooms are of the highest Hilton standard.

To book this evening please call the London Regents Park Hilton on

**0171 722 7722**

and ask for Sarah or Rachel in the Business Centre.

Hilton International Hotels	Twin/Double	Single
London Regents Park Hilton	£42.65	£55.65
London Kensington Hilton	£53.00	No singles
London Hilton on Park Lane °	£91.25	£156.25
The Langham Hilton °	£91.25	£156.25

° Rate includes full English breakfast

Hilton National Hotels	Twin/Double	Single
Hilton National Olympia	£45.00	£63.00
Hilton National Cobham °++	£49.00	£60.00

° Rate includes full English breakfast and coach transfers

++ Why not make it a family weekend at this country style hotel where you can enjoy the hotel's indoor pool, sauna, solarium, spa and squash courts.

*Dates available at the Hilton National Cobham are Saturday 6th January, Friday 12th and Saturday 13th January only.*

Other hotels available	Twin/Double	Single
Plaza on Hyde Park	£41.65	£56.65
Clive Hotel at Hampstead	£36.75	£50.80

All rates are for each guest each night and include continental breakfast (unless otherwise stated), Boat Show ticket and catalogue.

### R.N.L.I. LONDON BOAT SHOW OFFER

Dates required: \_\_\_\_\_

Hotel required: \_\_\_\_\_

Accommodation required: Single \_\_\_\_ Twin \_\_\_\_ Double \_\_\_\_ No in party \_\_\_\_

I require English breakfast at a supplement of £6.00 each guest:  Yes  No

I enclose £ \_\_\_\_\_ each guest deposit (cheques made payable to Hilton Hotels).

Your deposit is non-refundable if cancellation occurs 14 days or less before your arrival.

I require UK Carefree Insurance at £4.70pp = £ \_\_\_\_\_ (please add to deposit).  Yes  No

Mr/Mrs/Ms/Miss: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_ Daytime Te. No \_\_\_\_\_

The weekend is organised by Inter-National Hotel Services and in accord with the EC Package Travel Directive is fully bonded. Details can be obtained through the Agency of Cork, Bays and Fisher on 0171 437 1392.

Some ways of filling the coffers...

**Steeley determination!**



A donation of £25,000 was recently presented to John Clugston, chairman of the South Bank Committee Humber lifeboat appeal by Stuart Pettifor, managing director of British Steel (Sections, Plates and Commercial Steels) on board the Humber lifeboat *Kenneth Thelwall*.

Mr Pettifor said British Steel's decision to support the appeal is because of its connection with the Humber. Almost 10 million tonnes of raw materials and finished products are shipped annually to and from British Steel's nearby Scunthorpe works.

**Berkshire barges in**

Despite its distance from the sea Wargrave, a Thames-side village in Berkshire, gives excellent support to the Institution with a record sum of £9,000 forwarded to HQ in the last financial year.

In addition to the more conventional methods of fundraising the local branch recently hosted a buffet supper and drinks party aboard the magnificently restored University College barge *The Univ* whilst it was moored on the Henley Royal Regatta course. The barge was made available to the branch during Regatta week through the generosity of David Sherriff, managing director of Thames and Kennett Marina who own the barge.

The Reading Blue Coat School swing band provided musical entertainment and over £700 was raised.

**90 years young**

Lola Cooper, who has been fundraising for the RNLI for more than 25 years, recently celebrated her 90th birthday at a lunch party organized by her fundraising friends.

Lola, a member of one of Ramsgate's oldest lifeboat families, is still an active fundraiser. She has been helping at the RNLI kiosk in Ramsgate harbour during the summer months and at the Christmas Shop in Ramsgate in the autumn and winter.

Lola's brother Tom, was a coxswain of one of the Ramsgate lifeboats, and her grandfather and uncle both served on the lifeboat that went to the rescue of the *Indian Chief*, a service that resulted in the lifeboat coxswain receiving the RNLI Gold Medal.

**Branching out together**

The British Waterways Board held open days on 16 and 17 July at their workshop near Tring in Hertfordshire. Several surrounding RNLI branches were asked if they would provide and sell refreshments to the visiting public.

The branches taking part were Luton, Dunstable, Berkhamsted, Harpenden,

Welwyn Garden City, Hemel Hempstead and Knebworth, and between them they raised some £800.

In addition, Berkhamsted branch ran a souvenir stall, raising £478, and the Luton branch with the Luton model boat club, raised a further £161. The whole event realised a total of £1,479.

**In Brief**

THE **Steyning** branch has been in existence for two years, and during that time its house-to-house collections have increased and together with the results from a musical evening, film shows, an antiques roadshow, plus other events, £3,261 has been sent to HQ.

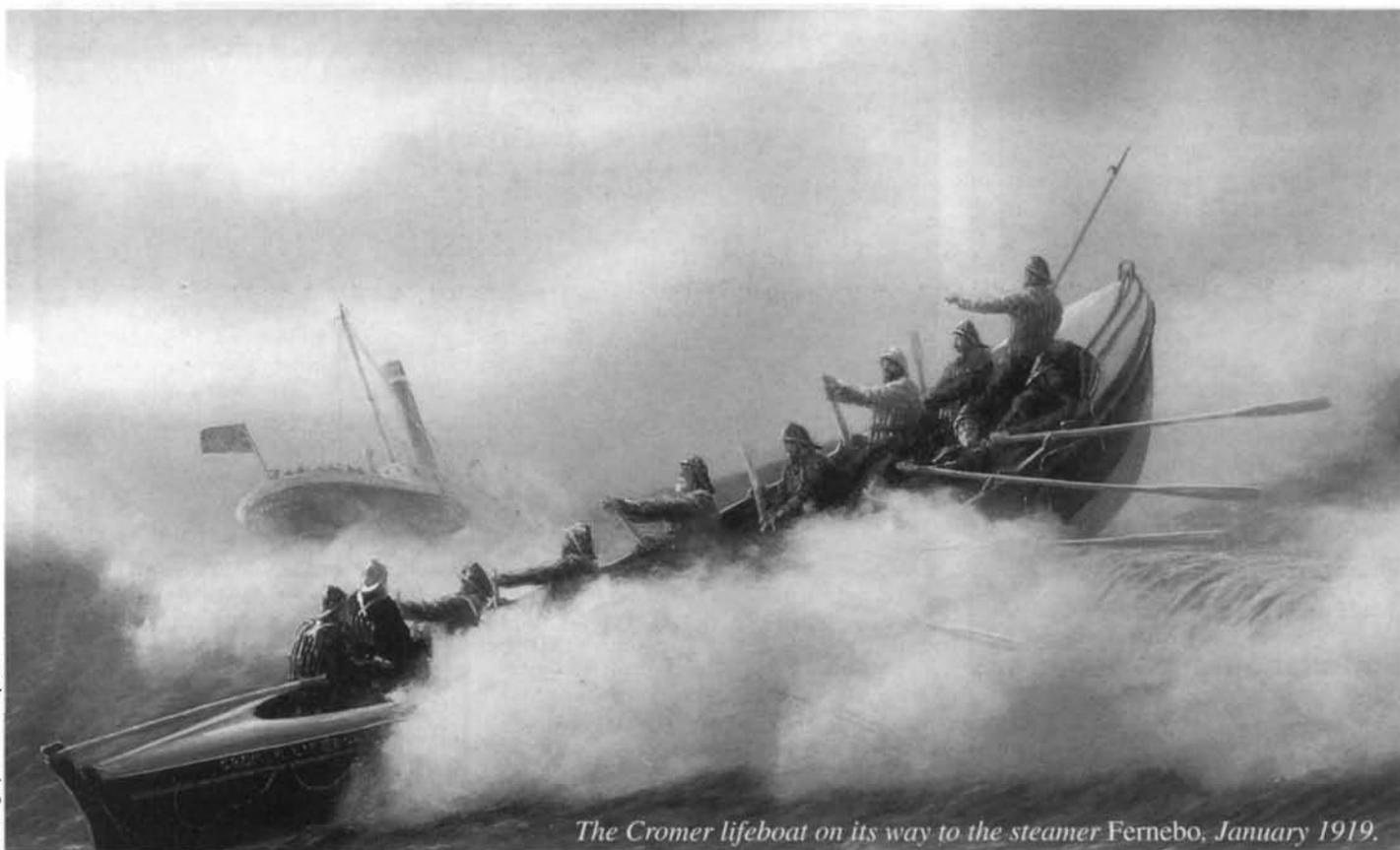
THANKS to the generosity of local residents **Barmouth** ladies' guild realised over £1,500 from its annual cheese and wine party in July. Apart from cake and bric-a-brac stalls, tombola, name the doll, and a raffle, the main money-spinner was the auction, which raised £546 from donated gifts. The Harlech Medieval Men entertained supporters with their sword fights and over the past ten years this event has raised £15,000 for the guild.

THE CHAIRMAN of **Duns** and district branch and a vice-convenor of the Scottish Lifeboat Council, Mrs Henry Douglas-Home, again masterminded the triennial carnival at Mellerstain (by kind permission of the Earl and Countess of Haddington) which resulted in over £5,000 for lifeboat funds. The Band of HM Royal Marines was present and among the many other attractions were a sheep dog display, an Army assault course, archery, a kite display and, last but not least, the famous racehorse, Desert Orchid, who drew admiring crowds.

LONG time supporters of the RNLI, the Civil Service Motoring Association (CSMA) and the Frizzell Group, recently presented Anthony Oliver, deputy head of fundraising and marketing, with a cheque for £10,000 towards the new lifeboat house at Lyme Regis. The presentation, which took place at the Pilot Boat Inn, Lyme Regis, was made by Peter Jones, chairman of CSMA and Colin Frizzell, chairman of Frizzell Financial Services. The money had been raised through a series of competitions in the CSMA's own magazine *Motoring and Leisure*. Since 1983, when the two organisations began joint fundraising, over £190,000 has been donated to the Institution.

Presenting a supporter with his lifeboat sticker during a recent Bassett branch house-to-house collection, Mr Thompson, branch vice chairman, stuck it on upside down. 'Don't worry', replied the recipient, countering the apology, 'I thought these were all supposed to be self-righting now!'

# Since 1824, our lifeboat crews have been saving lives at sea.



The Cromer lifeboat on its way to the steamer Fernebo, January 1919.

## Help them continue the tradition – please remember the RNLI in your will.



In 1824, the appalling loss of life at sea prompted Sir William Hillary to launch a public appeal for a voluntary lifeboat service.

Today the seas are as dangerous as ever – and our volunteer lifeboat crews still rely entirely on public donations to carry out their life-saving mission.

Our new booklet, *Preserving All You Value*, explains how six out of every ten lifeboat launches are made possible by legacy gifts from our supporters. It also shows how you can help keep that vital tradition afloat – by remembering the RNLI in your will. For a

***PRESERVING ALL YOU VALUE***

free copy, simply fill in and return the coupon below – and help our volunteer crews keep on saving those in peril on the sea. Thank you.



To: John Marshall, Legacy Enquiries Officer,  
RNLI, FREEPOST, Poole, Dorset BH15 1BR.

I would like to find out more about leaving a legacy gift to the RNLI. Please send me a copy of *Preserving All You Value*, the RNLI's guide to wills and legacies.

Mr/Mrs/Miss/Ms

Address

Postcode

Membership no. (if applicable)

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LJ5/7

Royal National  
**Lifeboat**  
Institution

## Intents Fundraising!

When Rosemary Hemsley, the secretary of Billingshurst branch, hired a marquee for the reception of her daughter's wedding, she ensured it would not be collected until at least the following Monday, so that it could be used on the day after the wedding for a Do-It-Yourself barn dance in aid of the RNLI!

People were invited to attend, supplying their own food and drink in the form of a picnic and to invent a theme for their own particular group to follow.

Mrs Hemsley was away for two hours taking a guest home after the wedding – and returned to find tableaux all over the lawn! Mrs Hemsley was invited to judge the best tableau – which included a country and western scene, a shipwreck, and a group of pirates – but resolved the problem by inviting her daughter and new son in law to undertake the task.

The winners were a group depicting the shipwreck scene. A helium balloon race, an auction and raffle all went towards raising a grand total of £735.85.

## Roundabout results

Southend-on-Sea lifeboat station was a hive of activity on 14 August when the Teacher's Round Britain Challenge sailing race started from Southend Pier.

The RNLI was the official charity for the event so as well as dressing the station overall and manning the souvenir shop and collecting boxes, the station showed off its 3 inshore lifeboats and facilities to competitors, celebrities and organisers so that their corporate sponsors could see at first hand where their donations were being used.

At the end of a hectic day the souvenir shop had sold more than £200 worth of goods and collecting boxes totalled £60, not bad for a Monday afternoon at the end of Southend Pier!

## Going, going, gone

Having painted a superb picture of the Hoylake Mersey class lifeboat *Lady of Hilbre* in action, marine artist Robert G. Lloyd donated it to the RNLI so that it could be used to raise funds.

At the private viewing before a month-long exhibition of his paintings at the Williamson Art Gallery and Museum, Birkenhead, the painting was auctioned, with Bob Gouland of Phillips Auctioneers offering his services and finding a buyer prepared to write a cheque for £400.

## Stamp of approval

Books of trading stamps, such as Green Shield or Co-op, can be sold in aid of lifeboat funds. Jennifer Bush at RNLI Headquarters, West Quay Road, Poole, BH15 1HZ would be very pleased to receive your unwanted trading stamps.

## 'Allo 'Allo, oo ees thees?



Actress Vickie Michelle, best known as Yvette of "Allo 'Allo' fame, was persuaded to join a mother-and-daughter collecting team photocall at London's Liverpool Street station during the City of London branch flag day in March. Vickie was actually at the station on an entirely different (and paid for) public relations mission, but couldn't resist helping out the RNLI!

Mrs Rene Fitzgerald (in the wheelchair) raised over £580 and her daughter Christine Butler's box included a cheque for £100 – which didn't bounce!

The morning rush hour collections were an uphill struggle, not helped by the trains running late, but with a good team collecting through the day and during the evening rush hour a splendid total of £3,944.88 was raised.

Robert Lloyd's generosity to the RNLI also includes a substantial contribution to the cost of producing artist-signed limited edition prints of the painting which may be purchased from the RNLI's north west office at 18 Half Edge Lane, Eccles, Manchester M30 9GJ, telephone 0161 787 8779. Unframed prints cost £15 plus 60p P&P and framed prints are £35 plus £13.80 P&P (registered post). All proceeds to the RNLI.

## In Brief

The Kensington branch held its annual summer fair in Nevern Square on the 10 June. A highly successful event, it raised over £2,000.

TO CELEBRATE 25 years of fundraising Tamworth ladies' guild marked the event with a dinner which raised £700. WHEELCHAIR-BOUND Jack Leedham, a member of Nuneaton and district branch, has been making models of lifeboats for many years. He attends many of the branch's fundraising events where his meticulously recreated models are much admired.

DESPITE thick fog on 30 July Newbiggin's lifeboat day was well attended and over £3,300 was raised. Local TV weatherman Bob Johnson opened the event but even he was unable to use his connections to clear the fog! The Newbiggin ladies' guild manned a variety of stalls, and there were displays by the lifeboat, local bands, dancing and the art club.

THE PRESIDENT of Ashington Rotary Club, Ron Wilson, recently presented a cheque for £500 to Trixie and Mike Givens of Ashington branch. Trixie and Mike were also made members of the club roll of honour for 1995 in recognition of their outstanding contribution for service to the local community.

MALCOLM Lloyd of Leominster recently undertook a sponsored swim for his local branch. Malcolm, a young man with learning difficulties, is a keen supporter of the RNLI and swam 55 lengths – just over a mile. So far he has collected £325 from his sponsors, with more to come.

## Central Fundraising snippets

Some news of events and campaigns organised by Central Fundraising at HQ:

- A new buildings and contents insurance policy from the RAC is announced in this issue of *The Lifeboat*, with a hospital and health care package due to follow in the Winter issue, and marine insurance at the London Boat Show. All of these insurance policies will provide a benefit for the RNLI.

- Funds will also be raised by a new range of posters from Guernsey Colour Laboratories – the first of the Port St Mary Arun, taken by photographer Rick Tomlinson, with more will follow. There is also a flower service from Flying Flowers, and a new range of lifeboat crew models, some in limited editions, from Peter Hicks, the well-known sculptor of military and sporting figures.

(Further details of all of these services can be found in the respective advertisements in this issue.)

- More than 6,000 chemists throughout the UK will see a new campaign this month, in which the RNLI is involved with Seven Seas, the suppliers of vitamin pills and health products.

- Events held during the summer included the Teacher's Round Britain Challenge, when the regions had the opportunity to raise funds at each of the stop-off points, and the self-righting trials of the new Volvo-funded lifeboat, a Trent for Great Yarmouth and Gorleston. This was preceded by a competition to choose a name, won by 13-year-old Jonathon Griffiths with the name *Samarbeta* – which means 'working together', for those of us without a strong grasp of Swedish.

- Finally the grand final of the 'My Garden' quiz will be held in the Victoria and Albert Museum on 26 October 1995, with Magnus Magnusson as quiz master.

## Lifeboat lessons

Enthusiastic children from Bedfordshire proved that fundraising for the RNLI can also be fun raising. Each year, pupils from St. Mary's Lower School in Clophill choose a different cause to benefit from their endeavours, and this year they raised an impressive £525 for lifeboat coffers.

Following a presentation by Laura Fagg, RNLI Eastern Region area organiser, the children enjoyed dressing up in lifeboatman's outfits. Each class took responsibility for a week's fundraising which included creating games and a Spring fair, to which children contributed games, toys and bric-a-brac. The week's activities finished with a children's disco.

## On their bikes!

A civic appeal started by Cllr George Parkinson, chairman of Wokingham district council in 1993 and pictured right, culminated in a sponsored cycle ride in April and brought the final total to £11,700 for his two-year term of office.

The cycle ride itself raised over £3,500 and a water festival staged at Dinton Pastures Country Park last year raised over £6,000 and was aimed at funding the new lifeboat house at Yarmouth, Isle of Wight. Other events included a barber shop evening and a children's carol concert.

## Saddling up

The FJ Owners Club is for the owners of Yamaha FJ 1200 and FJ 1100 motorcycles and organises regular runs and outings as well as technical advice to members.

Each year events are arranged for raising funds for charity, and this year members decided to raise money for the Humber lifeboat appeal.

The FJ owners club charity rally was held on 11 June and started from the visitors' centre at the Humber bridge. Approximately 100 Yamaha FJs embarked on a run over the bridge into the Lincolnshire Wolds and back. They were joined on this occasion by the chairman of the appeal, Colonel Iain Bryce, who is a keen motorcyclist.

He was delighted to accept the club's generous contribution of £1,591, the amount raised from the charity rally and also a sponsored charity run from Land's End to John O'Groats which was undertaken in April by eight club members. They set off from Land's End at 6am and six of them completed the course within 24 hours – without breaking any speed limits!

## In the dock

Sue Hennessy, regional manager for the north west, recently visited the Albert Dock in Liverpool to present a shield to the dock cruise boat *Our Fantasia* to thank Gordon Wilson, the owner, and Garry Meacher, the skipper, for their sterling work in collecting money for the RNLI.

The Aughton branch started collecting the donations given by the passengers on the boat some 18 months ago and to date over £1,200 has been collected.

Following the presentation Sue and Sybil Font, honorary secretary of the branch, joined the first passengers of the day for the half-hour cruise round the docks – entertained by Gordon's amusing and informative commentary on the public address system.



## In Brief

LADIES of the Central London Committee and their guests enjoyed champagne prior to a performance by the Recreation Theatre Company of Persuasion which took place in the beautiful grand conservatory at Syon Park. In the interval guests enjoyed a picnic supper and over £8,000 was raised for lifeboat funds.

VERY cold and windy weather did not deter the many brave souls who took part in a clay pigeon shoot at Preston Hills. The resulting £500 was presented to Hitchin and district branch whose appreciation was extended both to the participants and regulars of The Plough who also contributed.

A FUN Dog Show organised by Taunton branch in North Curry realised a profit of £617. Held by the kind invitation of Cdr and Mrs Ryan, the event included a barbecue, raffle, pets' corner and a souvenir stall.

BOYS from Cherry Trees School in Wombourne, near Wolverhampton undertook the selling of cakes and biscuits and raised £67.60 for the lifeboat service.

CHAIRMAN of Usk and Raglan group, Helen Henderson, persuaded her young grand-daughter to join Storm Force. So Chloe Jepps and six of her classmates at The Grange School in Cheshire had a go at fundraising. They stirred and baked and cooked and filled their school tuck shop with cakes and cookies, which they sold to their starving classmates! They made £56 for the Institution.

THE Kelsall branch arranged a musical evening in the country house surroundings of Cheshire's Willington Hall featuring a recital by the duo Perfect Choice followed by a buffet supper. An inshore lifeboat displayed outside the Hall underlined the purpose behind the highly successful event, which raised £226.

## Folly funds



For the last 12 years visitors to The Folly Inn on the banks of the River Medina on the Isle of Wight have been accosted by a charming lady rattling her lifeboat collecting box!

Twice a day, during flag week, Anne Burdett makes the ten minute walk to the pub cheerfully collecting from table to table. This year she collected a staggering £600 for East Cowes branch.

*Photo Julian Rolliston, Alton branch*

## Multipurpose collectors!



Friday 30 June brought glorious weather for Scarborough's lifeboat day and resulted in supporters collecting over £4,000.

The following two days of fundraising activities, which included a barbecue, a raft race and a sea cadets assault course saw a further £5,000 being raised.

The Tetley dray horses were in attendance and are pictured demonstrating the versatility of RNLI collecting buckets!

## Record Breaker

June 1995 saw the unveiling of the Humber lifeboat appeal's attempt to hold the country's largest tombola. The event, which took place at the Princes Quay in Hull, broke the record with 2,077 prizes, every one donated free of charge, and approximately £4,000 raised.

The Humber lifeboat appeal bus also went on service in Hull this summer, resplendent in RNLI livery, and raised £2,000 from the advertising placed on it. It will be in service for the next 12 months – a great publicity vehicle for the appeal.

## In the swim

Even though Eileen Whittingham had both legs amputated through illness she climbed the 199 steps of Whitby Abbey in 1986 to raise £1,331 for the RNLI and her local swimming club the Solihull Seals. In 1988 she walked La Corbiere causeway on Jersey, raising £3,000 for the St Helier branch through sponsorship.

Not content with that, this year Eileen decided to set herself the daunting target of swimming 600m in 30 minutes at the Tudor Grange swimming centre in Solihull. This time the beneficiaries of her sponsored swim were to be the Solihull branch and, once again, the Solihull Seals swimming club for the disabled.

There was little doubt that she would achieve her target but she passed the 600m mark in just 24 minutes, a remarkable achievement.

Eileen's efforts realised a superb £1,271.80.

The closing date for Fundraising items for the Winter 1995/6 issue of THE LIFEBOAT is 3 November 1995

## In Brief

LIVERPOOL Marina was the ideal venue for the inaugural meeting of the **South Liverpool** branch in June. The new branch has been formed by amalgamating Woolton ladies guild and Aigburth and district branch, both of whom have been active for over 30 years. More than 60 interested supporters attended to hear the Lord Mayor speak about the ties between the lifeboats and the Mersey. An excellent buffet was provided by the Marina staff and the evening resulted in 26 new members joining the branch.

SINCE 1979 Mrs Jean McIvor of Staines has been collecting pennies, both pre-decimal and decimal, and periodically sends a cheque for the relevant amount to Littlehampton lifeboat station. This year has seen a cheque for £36 arrive on the treasurer's desk and brings the total collected by Mrs McIvor to £1,000 – all in pennies. Needless to say the treasurer is delighted he receives a cheque rather than the actual coins!

THE **Attleborough** and district branch borrowed the model lifeboat *Barham* from Gorleston Model Club as a centrepiece for three summer events, raising a total of £928.50.

ONCE again the annual gymkhana and horse show organised by **Knaresborough** ladies' guild was held at Gibbet Farm, Farnham in

May. The glorious weather attracted a good number of entrants and supporters from all over the north of England and the proceeds of £2,900 were donated to the Humber lifeboat appeal.

LITTLEHAMPTON'S lifeboat week resulted in a total of £1,840 being collected for the branch, helped both in Littlehampton and Arundel by the stentorian announcements of Arundel's town crier, Bill Beere.

THE **Kelsall** branch organised an evening with RAF Search and Rescue at which a helicopter winchman from RAF Valley described his unit's work, followed by demonstrations of items of survival equipment. A lady volunteer from the audience was kitted out in an immersion suit, flying helmet and lifejacket, with an air crew dinghy pack added. Persuaded to pull the appropriate toggles she brought the evening to a spectacular close by inflating both lifejacket and dinghy. The audience of over 80 thoroughly enjoyed the event which raised over £200.

MEMBERS of the West Yorkshire Police sub-aqua club recently donated £400 to the Humber lifeboat appeal. This splendid sum was the proceeds of the club's first ever black tie gala ball held in Wakefield and divers from throughout the region and even as far away as Scotland and London attended.



# Membership News

Governors • Shoreline • Storm Force

## AGM and Open Days

Firstly, thanks to all governors who attended the AGM in May and particularly those who visited the membership stand. Many of those attending the AGM and the annual presentation of awards during the afternoon purchased items from the range of membership insignia – which helped to raise funds on what was a very enjoyable day for everyone involved.

The Poole Open Days again proved to be a very popular event and both existing members and visitors were able to learn more about the RNLI. Many new members were recruited as a result, and it was a pleasure to meet so many members, new and old.

## Recruitment

The Southampton Boat Show takes place as this issue of the journal goes to press, and with a well-placed stand and an enthusiastic team the RNLI plans to put on a display which will encourage even more people to sign up and become members.

Once more the Institution will have a stand at the London Boat Show, which runs from 5-15 January 1996 and hopes, as usual, to recruit many new members at this annual event.

Campaigns to recruit new members by other means continue, with a mailing to selected areas during October and door-drops (unaddressed mailings) to certain postcode areas throughout September. These will continue during October and November and as historically the autumn and winter have proved to be successful for generating new supporters, it will be the busiest time for welcoming new members on board.

## Deeds of Covenant

A total of 688 members completed the deed of covenant enclosed in the Spring edition of the journal, resulting in a further £3,800 additional annual income for the RNLI. Thank you to all members who have considered helping the RNLI in this way.

Signing a deed of covenant is an opportunity to increase the amount of your subscription by a third, at no additional cost to yourself. If you are a UK taxpayer (either through your salary, pension or

savings) you are eligible to sign the form, which will take effect from your next renewal date. It's a simple form of declaration that you pay income tax and, because of the RNLI's charitable status, we can reclaim from the Inland Revenue the tax you have already paid. If every member were to complete a covenant the RNLI could receive a further £750,000 every year. Please contact membership services on (01202) 671133 who will be pleased to send you further details.

## Legacies

You may be aware from our recent publicity that the RNLI is experiencing a downturn in its legacy income. Traditionally, up to two-thirds of the Institution's income has been received in this way, but due to changing economic and social conditions there are indications of a decline of some £4m of the £62m total needed during 1995.

If you would like to receive our new booklet 'Preserving All You Value' explaining how you could help us through a gift in your Will, please complete the form enclosed in this issue of The Life-

boat. Alternatively, telephone John Marshall, legacy enquiries officer on (01202) 671133 who will be pleased to help you.

## RNLI Lottery

During May 1995 the RNLI undertook a survey to determine what effect, if any, the Camelot national lottery is having on its own quarterly lifeboat lotteries.

The findings were interesting, in that around 50% of those members surveyed thought that the RNLI would benefit from the Camelot lottery. Furthermore, some 10% said they gave less to charity since its introduction. You may be interested to know that only 5.6p in every £1 spent on the lottery is allocated between all eligible charities. It is not known whether the RNLI will benefit from this and therefore we would urge you to support the RNLI lottery as much as you are able by buying our tickets. Don't forget to sell them to friends and family as this can be a wonderful opportunity for us to bring on board new support. If you would like us to send you more lottery tickets please contact membership services on the above number who will arrange this for you.

## Open all Hours

Nearly all of the Institution's 215 lifeboat stations held a special open day during the Spring Bank Holiday Weekend, most of them opening on the Sunday, 28 May.

An estimated 65,000 people visited lifeboat stations around the entire coast of the UK and Ireland this year, the first time that there has been a co-ordinated campaign to have all stations open at the same time.

The photograph shows Lymington lifeboat station (which opened on the Monday, and was also celebrating its 30th anniversary) with its Atlantic 21 temporarily under the command of the 1st Winchester Brownie Pack – with lifeboat launcher Duncan Hall keeping a close eye on things from the port bow!





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# People and Places

## around and about the RNLI

### Birthday Honours

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

**David Cargill.** Mechanic at Arbroath lifeboat station from 1973 to February 1995, having joined the crew in 1972.

**David Kennett.** Coxswain of Yarmouth lifeboat station from 1979 to 1994. He first joined the crew in 1968, serving as second coxswain from 1969 to 1971 and coxswain/mechanic from 1971 to 1979. He was awarded a Silver medal in 1975 and a Bronze medal in 1989.

**Lt Cdr Barney Morris.** Honorary secretary of Weymouth lifeboat station from 1975 to 1994 and deputy launching authority from 1971 until his appointment as station honorary secretary. He was awarded a Gold badge in 1994.

**David Williams.** Honorary secretary of Fishguard lifeboat station since 1979. He had joined the crew in 1955 and was assistant mechanic until 1977.

**Mrs Beatrice Allen.** President of Whitefield, Manchester branch since 1977. She served as chairman from

1960 to 1962, vice chairman from 1966 to 1968 and chairman from 1972 to 1974. Mrs Allen was awarded a Silver badge in 1978 and a Gold badge in 1993.

**Mrs Dora Hutchinson.** Chairman of Altrincham and Bowdon branch since 1969. She had been assistant honorary secretary from 1961 to 1965 when she served as honorary secretary until 1969. Mrs Hutchinson was awarded a Silver badge in 1977 and a Gold badge in 1989.

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

**Knight Bachelor:** Robin Knox-Johnston. For services to yachting (member of the RNLI's Committee of Management)

**Knight Bachelor:** Alderman Christopher Walford. The Right Honourable the Lord Mayor of London for services to the City of London (ex-officio member of the Committee of Management)

**DCVO:** Lady Mary Mumford. Lady-in-Waiting to HRH Princess Alexandra (president of Shoreham station branch)

### 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:

Amble – Coxswain R. Burge

Dun Laoghaire – Assistant mechanic J.B. Wildes

Eastbourne – Crew member M.K.

Charlton, head launcher J.R. Delaunay

Hayling Island – Crew member F.

Dunster, shore helper T.M. Pearce

Howth – Coxswain R. Duffy, crew member J. Duffy

Lyme Regis – Crew member C.I. Jones

Newhaven – Coxswain/mechanic M.A. Beach

Selsey – former assistant mechanic D.F. Munday

St Bees – Crew member I. McDowell

Tynemouth – Crew member S. Brown

### On Station

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

#### ALL-WEATHER

**Dun Laoghaire** – Trent class 14-05 (ON 1200) *Anna Livia* on 29 June 1995.

**Alderney** – Trent class 14-04 (ON 1199) *Roy Barker I* on 21 July 1995.

**Bridlington** – Mersey class 12-12 (ON 1169) *Marine Engineer* on 13 August 1995.

**Ramsgate** – Trent class 14-02 (ON 1197) *Esme Anderson* on 24 August 1995.

#### INSHORE

**Oban** – B711 *Helene* on 30 May 1995.

**Borth** – D479 *May* on 13 June 1995.

**Conwy** – D482 *Arthur Bate* on 21 June 1995.

**Hayling Island** – B712 *Betty Battle* on 21 June 1995.

**Wicklow** – D432 *Ordnance Survey Bosun* on 26 June 1995.

**Kinghorn** – Relief B533 on 29 June 1995. *Temporary station duty.*

**Weymouth** – Relief B541 on 29 June 1995. *Temporary station duty.*

**Little & Broad Haven** – D484 *Sybil* on 4 July 1995.

**Tighnabruaich** – Relief C509 on 7 July 1995. *Temporary station duty.*

**Rhyl** – D485 *Stafford with Rugeley* on 11 July 1995.

**St Bees** – B544 *Catherine Plumbley* on 3 June 1995. *Temporary station duty.*

**Montrose** – D481 *Holme Team 3* on 18 July 1995.

**Relief** – B713 *O E M Stone* on 24 July 1995.

**Silloth** – B714 *Spirit of Cumbria* on 27 July 1995.

**Southend-on-Sea** D487 *Foresters London Pride* on 31 July 1995.

### Obituaries

With deep regret we record the following deaths:

#### MAY 1995

**Sam Baxter** MBE, honorary life president of Morecambe & Heysham financial branch. Serving as honorary secretary of Morecambe lifeboat station from 1967 to 1978 and deputy launching authority from 1978 to 1991, Mr Baxter was also the station's branch president until 1995 and was president of the financial branch from 1979. He was awarded a Gold badge in 1987.

#### JUNE 1995

**Captain W.J. Law**, president of Stanmore branch. He joined the branch in 1978 and for 16 years was the flag week organiser, receiving a Silver badge in 1989. Captain Law was appointed president of the branch in 1994.

**Mrs Joan Shipway**, flag week organiser and box secretary from 1985 to 1995. She was awarded a statuette in 1990.

**Mrs Edith Sayer**, a committee member of Newhaven ladies' guild from 1948 to 1979, during which period she acted as treasurer. She was awarded a Silver badge in 1960 and a Gold badge in 1976.

**Captain J.C. Matheson**, president of Abergele branch since 1993 and honorary secretary from 1977 to 1993.

**Mrs Jean Rose**, president of Heworth ladies' guild since 1992 having previously served as founder chairman since 1968. Until 1945 she had been a member of the Port Rush committee in Ireland and after moving to England in

that year she joined the Ilford ladies' guild until 1967. In 1968 she was a founder member of Heworth guild and was awarded a Silver badge in 1977 and a Gold badge in 1984. Mrs Rose was appointed an honorary life governor in 1992.

**Frederick Elvy**, founder chairman of the Mevagissey branch in 1973 until moving to Dorset in 1983 where he enjoyed many years involvement as treasurer with the Bridport branch. He was awarded a statuette in 1983. **William Milburn**, coxswain/mechanic of Sunderland lifeboat from 1974 to 1982. He was the station mechanic from 1950 to 1971 and then served as 2nd coxswain/mechanic until his appointment as coxswain/mechanic in 1974.

#### JULY 1995

**Mrs J. Daniel**, president of St Ives ladies' guild. She was secretary from 1968 until her election as chairman in 1983, serving in this capacity until her presidency in 1993. Mrs Daniel was awarded a Silver badge in 1974, a Gold badge in 1988 and a bar to the Gold badge in 1995.

#### SEPTEMBER 1995

**Sir Ronald Radford** KCB MBE, a life vice-president of the RNLI. Sir Ronald was elected to the committee of management in 1977 and was appointed a vice-president in 1986 and a life vice-president in 1991. He was also chairman of CISPOTEL (the Civil Service, Post Office and British Telecom Lifeboat Fund) from 1977 to 1986.

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# LIFEBOAT SERVICES

- Aberdeen, Grampian**  
Relief 52ft Arun ON 1103: Apr 25  
D class: Apr 7 and 30
- Abersoch, Gwynedd**  
Atlantic 21: Apr 16, 19, 22, May 6, 8, 14, 28 and 29
- Aberystwyth, Dyfed**  
Atlantic 75: Apr 21
- Aldeburgh, Suffolk**  
12m Mersey ON 1193: Mar 4 and May 22  
D class: May 22 and 26
- Alderney, Channel Islands**  
Relief 14m Trent ON 1180: Mar 19, 28, May 6 and 15
- Amble, Northumberland**  
Relief 44ft Waveney ON 1001: Apr 13  
44ft Waveney ON 1004: May 28  
D class: May 28
- Angle, Dyfed**  
47ft Tyne ON 1114: Mar 11, Apr 12, 21 and May 21  
D class: Apr 21 and May 29
- Anstruther, Fife**  
12m Mersey ON 1174: May 14 and 25
- Appledore, North Devon**  
47ft Tyne ON 1140: Mar 11 and 22  
Relief 47ft Tyne ON 1142: May 24  
Atlantic 21: Apr 15, 17, 19, 24, 30 and May 18
- Arbroath, Tayside**  
12m Mersey ON 1194: Apr 16  
D class: Apr 16
- Arran (Lamlash), Strathclyde**  
C class: Apr 28
- Arranmore, Co Donegal**  
47ft Tyne ON 1111: Mar 6, 8, Apr 2, 6, 7 (twice), 8, 17, 18, 20, May 3, 7 (twice), 18 and 21
- Atlantic College (St Donat's Castle), South Glamorgan**  
Atlantic 21: Apr 16, 18, May 3 and 8
- Ballycotton, Co Cork**  
52ft Arun ON 1067: Mar 29, Apr 1, 14, 27, May 2, 4 and 7
- Ballyglass, Co Mayo**  
52ft Arun ON 1159: Mar 20 and Apr 5
- Baltimore, Co Cork**  
47ft Tyne ON 1137: Apr 5, 19, May 2, 18 and 28
- Bangor, Co Down**  
Relief Atlantic 21: Mar 25, 27, Apr 9, 14, 16, 25, 30, May 2, 5, 13 and 20
- Barmouth, Gwynedd**  
12m Mersey ON 1185: Apr 16  
D class: Apr 16 and 17
- Barra Island, Western Isles**  
Relief 52ft Arun ON 1071: Apr 18
- Barrow, Cumbria**  
Relief 47ft Tyne ON 1115: May 8 and 24  
D class: Apr 2, 14 and 15
- Barry Dock, South Glamorgan**  
Relief 52ft Arun ON 1086: Apr 4, 5 and May 17
- Beaumaris, Gwynedd**  
Atlantic 21: Mar 6, Apr 19, 22, 23, May 12, 13, 16 (twice), 28, 29 and 30
- Bembridge, Isle of Wight**  
47ft Tyne ON 1126: Mar 30  
Relief 47ft Tyne ON 1122: Apr 11, 12 and May 7 (twice)  
D class: Apr 1, 7, 14, 17, May 7, 20 (twice) and 30
- Berwick-upon-Tweed, Northumberland**  
Relief 12m Mersey ON 1184: Mar 1  
12m Mersey ON 1191: Apr 14 and May 10
- Blackpool, Lancashire**  
D class: Apr 5 (twice), 30, May 5 (twice), 26 (twice) and 27 (twice)
- Blyth, Northumberland**  
44ft Waveney ON 1079: Mar 17 and May 8
- Borth, Dyfed**  
D class: May 7, 13 and 14
- Bridlington, Humberside**  
Relief 12m Mersey ON 1169: Apr 7, 15, May 8, 13 and 19  
D class: Apr 29 and May 13
- Brighton, East Sussex**  
Atlantic 21: Mar 5, 7, 21, 22, 23, Apr 1, 7, 14, 21, 29, May 6, 14, 15 (twice), 28, 29 and 31
- Broughty Ferry, Tayside**  
52ft Arun ON 1056: Mar 3  
D class: Mar 2 (twice) and 3
- Buckie, Grampian**  
52ft Arun ON 1093: Mar 5  
Relief 52ft Arun ON 1062: Apr 29 (twice), May 8, 12, 16 and 27
- Bude, Cornwall**  
D Class: Apr 19, May 3 and 6
- Bundoran, Co Mayo**  
Atlantic 21: Apr 19
- Burnham-on-Crouch, Essex**  
D class: Mar 25, Apr 17 and 30
- Burry Port, Dyfed**  
D class: May 14
- Calshot, Hampshire**  
33ft Brede ON 1104: May 29
- Campbeltown, Strathclyde**  
52ft Arun ON 1059: Mar 18 (twice), 29, May 7, 12 (twice), 13, 22 and 25  
D class: May 7
- Cardigan, Dyfed**  
Relief C class: Mar 31  
C class: Apr 15
- Clacton-on-Sea, Essex**  
Relief Atlantic 21: Mar 14, Apr 12, 14 (twice), 24 (twice), 25, 29, May 8 and 10  
D class: Mar 25, Apr 8, 24 and May 8
- Cleethorpes, Humberside**  
D class: Apr 17  
Relief D class: May 13, 21 and 22
- Clogher Head, Co Louth**  
12m Mersey ON 1190: Mar 6, 7, 8 and May 22
- Conwy, Gwynedd**  
D class: Mar 31, Apr 9, 15, 16, 24, May 17 and 27
- Criccieth, Gwynedd**  
Atlantic 75: Apr 16  
Relief Atlantic 75: May 7 and 30
- Cromer, Norfolk**  
47ft Tyne ON 1097: Mar 12  
D class: May 28
- Cullercoats, Tyne and Wear**  
Atlantic 21: Apr 8 and May 20  
Relief Atlantic 21: Apr 12, 30 and May 19
- Donaghadee, Co Down**  
52ft Arun ON 1107: Apr 6, 30 and May 11
- Dover, Kent**  
50ft Thames ON 1031: Mar 18, 25, Apr 2, 6, 17, 21, 25, May 6 (twice), 9, 14 and 28 (twice)
- Dun Laoghaire, Dublin**  
44ft Waveney ON 1036: Mar 17 and Apr 17  
14m Trent ON 1200: May 7 (twice) and 21  
D class: Mar 19, Apr 2 and 30
- Dunbar, Lothian**  
44ft Waveney ON 1034: May 2, 10, 14 and 20  
Relief D class: Mar 12, May 2 and 20
- Dungeness, Kent**  
12m Mersey ON 1186: Mar 7, 13, Apr 1, May 2, 5 and 28
- Dunmore East, Co Waterford**  
44ft Waveney ON 1035: Mar 28, Apr 2 and 30 (three times)
- Eastbourne, East Sussex**  
12m Mersey ON 1195: Mar 24 (twice), 25, 26, 31, Apr 9 (twice), 13, 16, 26 (twice), May 14, 21 and 29  
D class: Mar 24 (twice), 26, Apr 9 (three times), 11, 12, 13, 17 (three times), 20 (twice), 25, 30, May 6, 7 (twice), 8, 14, 19 and 25
- Exmouth, South Devon**  
44ft Waveney ON 1045: Mar 25, 28, Apr 14, 15, May 2, 6 and 26  
D class: Mar 4, 25, Apr 8, 14 (twice), 15, 16 (threetimes) and 17  
Relief D class: May 11, 12, 26 and 30
- Eyemouth, Borders**  
44ft Waveney ON 1026: Mar 1 and 12
- Falmouth, Cornwall**  
52ft Arun ON 1058: Mar 4  
Relief 52ft Arun ON 1160: Mar 10, 12 and May 14  
Relief Atlantic 21: Mar 2, 12, 18, 19 and Apr 8  
Atlantic 21: May 8, 14 and 24
- Fenit, Co Kerry**  
52ft Arun ON 1081: Mar 15, Apr 7, 12, 16 and May 4
- Filey, North Yorkshire**  
12m Mersey ON 1170: Mar 10, May 10 and 19  
D class: May 5
- Fishguard, Dyfed**  
Relief 52ft Arun ON 1150: Mar 13, 24, Apr 15, 22, 28 and May 1  
Relief D class: May 14 and 19
- Flamborough, Humberside**  
Relief Atlantic 75: Mar 6  
Atlantic 75: Mar 25 (twice), Apr 12, 30 (twice), May 6, 10, 19, 21, 28 (twice) and 29
- Fleetwood, Lancashire**  
47ft Tyne ON 1156: Apr 2 and 17  
D class: Mar 12, 19, Apr 2 and 15
- Flint, Clwyd**  
D class: Mar 13 and 16
- Fowey, Cornwall**  
44ft Waveney ON 1028: Mar 25  
Relief 44ft Waveney ON 1003: May 14
- Fraserburgh, Grampian**  
47ft Tyne ON 1109: Mar 22 and Apr 3
- Galway Bay (Aran Islands), Co Galway**  
52ft Arun ON 1118: Mar 23, 25, Apr 2, 3, May 1, 6, 21 and 31 (twice)
- Girvan, Strathclyde**

## March, April and May 1995

- 12m Mersey ON 1196:** Mar 17, Apr 15 and 30  
**Great Yarmouth and Gorleston, Norfolk**  
*44ft Waveney ON 1065:* Apr 18, 19 and 25  
*Relief 44ft Waveney ON 1002:* May 27  
*Atlantic 21:* Mar 17, 26, Apr 8, 16, 18, 22, 25, 30 (twice), May 7, 12 and 28  
**Happisburgh, Norfolk**  
*D class:* May 7, 23 and 29  
**Hartlepool, Cleveland**  
*44ft Waveney ON 1044:* Apr 3, 6, 11, May 17, 26 and 29  
*Atlantic 21:* Mar 16, 18, 26, May 3, 9, 11, 14 and 26  
**Harwich, Essex**  
*Relief 44ft Waveney ON 1002:* Mar 23, 27, Apr 29 and May 22  
*44ft Waveney ON 1060:* May 30  
*Atlantic 21:* Mar 27, Apr 7, 13, 18 (twice), 25, 29, May 4, 14, 16, 17, 22, 25 and 30  
**Hastings, East Sussex**  
*12m Mersey ON 1125:* Apr 5, 6, May 21 and 28  
*Relief D class:* Apr 13, 15 and May 8  
**Hayling Island, Hampshire**  
*Relief Atlantic 21:* Mar 19, 25, Apr 6, 18, 19, 30, May 7, 28 and 29 (twice)  
*D class:* Apr 19 (twice), May 14, 17, 28 (four times) and 29 (four times)  
**Helensburgh, Strathclyde**  
*Atlantic 21:* Mar 25, Apr 2, 16, 22 (twice), May 5, 9, 13, 14 and 24  
**Holyhead, Gwynedd**  
*47ft Tyne ON 1095:* Apr 15, 24, 29, 30 and May 27  
*D class:* Apr 24, 29, 30, May 14 and 30 (twice)  
**Horton and Port Eynon, West Glamorgan**  
*D class:* Apr 15, 16, 18 and May 28 (twice)  
**Hoylelake, Merseyside**  
*12m Mersey ON 1163:* Mar 4  
**Humber, Humberside**  
*52ft Arun ON 1123:* Mar 10, 14, Apr 1, 12, 28, May 13 and 21  
**Hunstanton, Norfolk**  
*Atlantic 21:* Mar 26, Apr 20, May 6, 7 and 24 (twice)  
**Ilfracombe, North Devon**  
*12m Mersey ON 1165:* Mar 17, May 8 and 29  
*Relief D class:* Apr 1, 12, May 3, 4, 8, 12, 13 and 29  
**Invergordon, Highland**  
*44ft Waveney ON 1033:* Apr 1, May 2, 13, 16 and 27  
**Islay, Strathclyde**  
*50ft Thames ON 1032:* Apr 25  
**Kilkeel, Co. Down**  
*Atlantic 21:* Mar 6, 7, 11, Apr 8 and 15  
**Kilmore Quay, Co Wexford**  
*12m Mersey ON 1187:* Apr 17  
**Kinghorn, Fife**  
*Relief C class:* Mar 19, 27, 31, May 6, 7 and 25  
**Kirkcudbright, Dumfries and Galloway**  
*Atlantic 21:* Mar 3, 25 and Apr 1  
*Relief Atlantic 21:* Apr 15  
**Kirkwall, Orkney**  
*52ft Arun ON 1135:* Mar 12  
**Largs, Strathclyde**  
*Atlantic 21:* Mar 12, 28, 31, Apr 11, May 8, 10, 13, 19 and 26  
**Larne, Co Antrim**  
*D class:* Mar 21, 27, Apr 7, 9, May 2 (twice) and 14  
**Lerwick, Shetland**  
*Relief 52ft Arun ON 1062:* Mar 14  
*52ft Arun ON 1057:* Mar 18 (twice), Mar 30 and Apr 25  
*Relief 52ft Arun ON 1103:* May 30 (twice)  
**Little and Broad Haven, Dyfed**  
*D class:* Apr 21, May 3, 8 and 17  
**Littlehampton, West Sussex**  
*Atlantic 21:* Mar 5, 12, 26, May 9, 10, 14 (twice) and 22  
**The Lizard, Cornwall**  
*47ft Tyne ON 1145:* Apr 10, 17 and May 14  
**Llandudno (Orme's Head), Gwynedd**  
*12m Mersey ON 1164:* Mar 31, Apr 2 (twice) and 16 (twice)  
*D class:* Apr 2, 16 and May 27 (twice)  
**Lough Swilly (Buncrana), Co Donegal**  
*Relief Atlantic 21:* Mar 12  
**Lowestoft, Suffolk**  
*47ft Tyne ON 1132:* Mar 3, 12, Apr 18 and 19  
**Lyme Regis, Dorset**  
*Relief Atlantic 21:* Apr 15, 18, 19, 26, May 5 (twice), 6, 13, 14 and 21  
**Lymington, Hampshire**  
*Relief Atlantic 21:* Mar 7, 26, Apr 12, May 12, 19 (twice) and 24  
*Atlantic 21:* May 29  
**Lytham St Annes, Lancashire**  
*47ft Tyne ON 1155:* Mar 5, Apr 5 and 19  
*D class:* Mar 24, Apr 5 (twice), 17, 19 and May 9  
**Mablethorpe, Lincolnshire**  
*D class:* May 28  
**Macduff, Grampian**  
*Atlantic 21:* May 14 and 28  
**Mallaig, Highland**  
*52ft Arun ON 1078:* Mar 17, Apr 4, 6, 27 and May 6  
**Marazion, Cornwall**  
*D class:* Apr 12 and 16  
**Margate, Kent**  
*12m Mersey ON 1177:* Mar 6, 24, May 10 and 11  
*D class:* Mar 4, 6, Apr 2, 13, 17, 25 (twice), May 11 and 31  
**Minehead, Somerset**  
*Atlantic 75:* Mar 29, Apr 9, 10, May 12 and 15  
*D class:* Apr 9  
**Moelfre, Gwynedd**  
*47ft Tyne ON 1116:* Mar 6, 30, Apr 30 (twice), May 12 and 29 (three times)  
*D class:* Apr 17, May 21 and 29  
**Montrose, Tayside**  
*47ft Tyne ON 1152:* May 1 and 6  
*Relief D class:* Apr 1, May 1 and 6  
**Morecambe, Lancashire**  
*D class:* Apr 19, 27, 28, May 18 and 31  
**Mudford, Dorset**  
*Relief Atlantic 21:* Mar 4, 19 (twice), 25 (twice), Apr 8, 9, 14, 16 (twice), 17, 21, 22, 28 and 30  
*Atlantic 21:* May 7 (four times)  
**The Mumbles, West Glamorgan**  
*47ft Tyne ON 1096:* Apr 2, 15 (twice), May 7, 12 and 21 (twice)  
*D class:* Apr 15 (twice), 30, May 3, 14, 18, 21 (twice) and 29  
**New Brighton, Merseyside**  
*Relief Atlantic 21:* Mar 5, 15, Apr 5, 13, 23 (twice), 24, 26, 28, May 3, 11, 12 and 14  
**Newcastle, Co Down**  
*12m Mersey ON 1188:* Mar 6, 7, 8, 11 and Apr 8  
*Relief D class:* May 6  
**Newhaven, East Sussex**  
*52ft Arun ON 1106:* Mar 24, 25, Apr 10, 16, May 8 and 19  
**Newquay, Cornwall**  
*Relief Atlantic 21:* Mar 29, Apr 1, May 18 and 29  
*Relief D class:* Mar 31, Apr 1, 2, 16 and May 18 (twice)  
**New Quay, Dyfed**  
*12m Mersey ON 1172:* Apr 5  
*Relief D class:* May 1  
*D class:* May 7  
**North Berwick, Lothian**  
*D class:* May 15 and 28  
**North Kessock, Invernesshire**  
*D class:* Apr 2  
**North Sunderland, Northumberland**  
*Relief 12m Mersey ON 1184:* Apr 2, May 17 and 24  
*Relief D class:* Apr 2  
*D class:* May 24  
**Oban, Strathclyde**  
*33ft Brede ON 1102:* Mar 16, 26, Apr 1, 2, 5, 8, 9, 11, 13, 17, 24, 26, May 6 and 8 (twice)  
*Relief 33ft Brede ON 1101:* May 14 (twice), 21, 27, 29 and 30  
**Padstow, Cornwall**  
*47ft Tyne ON 1094:* Mar 5, 11, 26 (twice), Apr 15, 16, May 4 and 30  
**Penarth, South Glamorgan**  
*Relief D class:* Mar 5, 17, 19 (twice), 23, 26, Apr 2, 8, 13 (twice), 15, 30, May 11 and 14  
**Penlee, Cornwall**  
*52ft Arun ON 1085:* Mar 9 (twice), 13, Apr 9, 13, 21 (twice) and 27  
**Peterhead, Grampian**  
*47ft Tyne ON 1127:* May 1, 8 and 21  
**Plymouth, South Devon**  
*52ft Arun On 1136:* Mar 22, 24, Apr 25, May 4 and 8 (three times)  
**Poole, Dorset**  
*33ft Brede ON 1089:* Mar 12, 28, Apr 1, 16 (four times), 26, May 3, 6 (twice), 21, 27 (twice), 28 (twice) and 29  
*Atlantic 21:* Mar 5, 12, 30, Apr 12, 16 (five times), 17 and 18  
*Atlantic 75:* Apr 29 (twice), May 3, 6, 13, 17 (twice), 19 (twice), 20, 21, 22, 26 (twice), 27 (twice), 28 (four times), 30 and 31  
**Portaferry, Co Down**  
*Atlantic 75:* Mar 24, May 9 and 14  
**Porthcawl, Mid Glamorgan**  
*D class:* Mar 19, 25, Apr 2, 15, 16 (twice), 18, May 3, 7, 8, 14, 20 and 29 (twice)

Continued overleaf

# Lifeboat Services

March, April and May 1995 *Continued*

**Porthdinllaen**, Gwynedd  
47ft Tyne ON 1120: Apr 1, 12, 13, May 27 (twice) and 28  
Relief 47ft Tyne ON 1142: Apr 22

**Port Isaac**, Cornwall  
D class: Apr 16, 17, 29, May 3, 6, 27, 30 and 31

**Portpatrick**, Dumfries and Galloway  
47ft Tyne ON 1151: May 16

**Portree**, Isle of Skye  
Relief 44ft Waveney ON 1006: Apr 24  
44ft Waveney ON 1042: May 28 (twice)

**Portrush**, Co Antrim  
Relief 52ft Arun ON 1077: Mar 26, Apr 2, 4, 6 and 12 (twice)  
52ft Arun ON 1070: Apr 25, May 2, 5 and 22  
D class: Apr 12 (twice), 17 and May 2

**Portsmouth** (Langstone Harbour), Hampshire  
Atlantic 21: Mar 9 (twice), 19, 28, Apr 3 (three times), 17, 21, 22, 26, 30 (twice), May 2, 13 (twice), 14, 19, 20 and 27 (twice)  
D class: Apr 3, 7, May 13 (twice) and 28

**Port St Mary**, Isle of Man  
54ft Arun ON 1051: Apr 8, 14, 18, May 5, 7 and 12  
D class: Apr 14 and May 5

**Port Talbot**, West Glamorgan  
D class: Mar 4 (twice), Apr 2, May 5 and 6

**Pwllheli**, Gwynedd  
12m Mersey ON 1168: Apr 30  
D class: Apr 13, 14 and May 28

**Queensferry**, Lothian  
Relief Atlantic 21: Apr 3, 29, 30 (twice), May 6 (twice), 7 and 12

**Ramsey**, Isle of Man  
Relief 12m Mersey ON 1178: Apr 9 and May 30

**Ramsgate**, Kent  
47ft Tyne ON 1154: Apr 2, May 14 and 31  
Atlantic 21: Mar 4, 25, Apr 12, 13, 16, 25, May 14, 25 and 30

**Redcar**, Cleveland  
Atlantic 21: Apr 15, 16, 27, May 4, 26 and 31  
D class: Apr 16 (three times)

**Rhyl**, Clwyd  
12m Mersey ON 1183: Apr 2, 25 and May 16  
D class: Apr 25, May 9 and 27

**Rock**, Cornwall  
D class: Apr 11, 13, 29, May 12,

30 and 31 (twice)  
**Rosslare Harbour**, Co Wexford  
52ft Arun ON 1092: Apr 30

**Rye Harbour**, East Sussex  
Relief C class: Mar 8, Apr 3 and May 8  
C class: May 20 and 28

**St Abbs**, Borders  
Atlantic 21: Apr 17

**St Agnes**, Cornwall  
D class: Apr 5 and May 4

**St Bees**, Cumbria  
Atlantic 21: May 3 (twice), 8 and 9

**St Catherine**, Channel Islands  
Atlantic 21: Apr 17

**St Davids**, Dyfed  
47ft Tyne ON 1139: Mar 30

**St Helier**, Channel Islands  
47ft Tyne ON 1157: Mar 15, Apr 14, 17 and 22

**St Ives**, Cornwall  
Relief 12m Mersey ON 1189: Mar 13, Apr 29, 30 and May 13  
C class: Apr 15, 29, 30, May 7, 13 (twice) and 28

**St Peter Port**, Channel Islands  
Relief 52ft Arun ON 1108: May 25, 28 and 29

**Salcombe**, South Devon  
Relief 47ft Tyne ON 1142: Mar 25  
47ft Tyne ON 1130: Apr 1, 9 and May 28 (twice)

**Scarborough**, North Yorkshire  
12m Mersey ON 1175: Apr 11, 16 and May 21  
D class: May 3, 20, 29 (three times) and 30

**Selsey**, West Sussex  
47ft Tyne ON 1074: Mar 19, 28, May 7 (twice), 22 and 31  
D class: Apr 15  
Relief D class: May 20, 21 and 22

**Sennen Cove**, Cornwall  
12m Mersey ON 1176: Apr 5, 15 and 21  
Relief 12m Mersey ON 1148: May 2 and 28  
Relief D class: Apr 5, 12, 20 and May 2

**Sheerness**, Kent  
44ft Waveney ON 1027: Mar 5, Apr 9, 17, 24, May 10, 19, 27 and 30  
D class: Mar 5 (twice), 11, 17, 22, May 9, 19, 22 and 26

**Sheringham**, Norfolk  
Atlantic 75: Mar 12, 22, 23, Apr 12, 21, 25 and May 9

**Shoreham Harbour**, West Sussex  
D class: Mar 27, Apr 1, 8 and 13

**Silloth**, Cumbria  
Atlantic 21: Apr 22 and May 21

**Skegness**, Lincolnshire  
12m Mersey ON 1166: May 14 and 23  
D class: Apr 2, May 7 and 28

**Skerries**, Co Dublin  
D class: Apr 16 and May 21 (twice)

**Southend-on-Sea**, Essex  
Relief Atlantic 21: Mar 22 and 24  
Atlantic 21: Mar 26 and Apr 16  
Relief D class: Apr 2 and 7 (twice)

**Southwold**, Suffolk  
Atlantic 21: Apr 27, May 3, 5, 19 and 29

**Stromness**, Orkney  
52ft Arun ON 1099: Mar 12

**Sunderland**, Tyne and Wear  
44ft Waveney ON 1043: Mar 25, Apr 4, 24, May 10 and 18  
D class: Mar 18, 24, Apr 15, 24 and 25

**Swanage**, Dorset  
12m Mersey ON 1182: Mar 10, May 14, 20, 27 and 29  
Relief 12m Mersey ON 1148: Apr 2

D class: Apr 15, May 6, 7, 20, 27 (three times), 28, 29 and 30

**Teesmouth**, Cleveland  
47ft Tyne ON 1110: Apr 16, May 26, 27 and 30

**Teignmouth**, Devon  
Atlantic 21: Mar 16, 24, Apr 14 (three times), 17, May 2, 20, 21, 26, 27, 28, 29 and 31

**Tenby**, Dyfed  
47ft Tyne ON 1112: Mar 9, 27, Apr 17 (twice) and May 27  
D class: Mar 9, Apr 10, 15, May 4, 6, 23 (twice), 25, 27, 28 and 31

**Thurso**, Highland  
52ft Arun ON 1149: Apr 3, 8, May 12 and 20

**Tighnabruaich**, Strathclyde  
Relief C class: Apr 30 and May 5

**Tobermory**, Strathclyde  
54ft Arun ON 1052: Mar 7 and Apr 16

**Torbay**, South Devon  
52ft Arun ON 1076: Mar 4, 17, 20, 26, 29, Apr 14, 15 (twice), 16, 18 (twice), 30, May 7, 11, 14 and 29  
D class: Mar 24, 27, Apr 10, 16, 18, 19, 20, 26, 30, May 5, 7, 17, 27 and 29

**Tramore**, Co Waterford  
D class: May 1

**Trearddur Bay**, Gwynedd  
D class: Mar 29, Apr 15, 25,

May 7 and 14  
**Troon**, Strathclyde  
52ft Arun ON 1134: Mar 18, Apr 22, 23, 30, May 5, 7, 12 and 14

**Tynemouth**, Tyne and Wear  
52ft Arun ON 1061: Apr 9 and 10  
D class: Mar 4 and Apr 10

**Valentia**, Co Kerry  
52ft Arun ON 1082: Mar 1, 24, 27, Apr 18 and 23

**Walmer**, Kent  
Atlantic 21: Apr 1, 2 (twice) and 8  
D class: Apr 2, 11, 15 and 16

**Walton and Frinton**, Essex  
Relief 47ft Tyne ON 1133: Mar 8, 15, Apr 7, 14, 29 (twice), May 9, 27 and 31

**Wells**, Norfolk  
D class: May 28

**West Kirby**, Merseyside  
D class: Mar 4, 5, Apr 16, 17, 28, May 10 and 14

**West Mersea**, Essex  
Atlantic 21: Mar 12, 19, 20, 25, 26, Apr 2, 9 (twice), 16, 19, 21, May 8 and 29 (four times)

**Weston-super-Mare**, Avon  
Atlantic 21: Mar 18, Apr 15, 17, May 8, 14, 20 (twice) and 27  
D class: Apr 29, May 8 and 20 (twice)

**Weymouth**, Dorset  
54ft Arun ON 1049: Mar 7, 9, Apr 1, 12, 15, 16, 17, 18, 30, May 8, 18 (twice) and 29 (twice)

**Whitby**, North Yorkshire  
47ft Tyne ON 1131: Mar 11, 31, Apr 1, 9, 26, May 8, 13, 18 and 21  
D class: May 18, 26 and 28

**Whitstable**, Kent  
Atlantic 21: Mar 4, 20, Apr 1, 2, 3, 9, 16, 17 (three times), 30, May 7 (twice), 12, 13, 21, 26 (twice) and 29 (six times)

**Wick**, Highland  
47ft Tyne ON 1121: Mar 21, 22 and May 7

**Wicklow**, Co Wicklow  
47ft Tyne ON 1153: Mar 19, Apr 8 and 28

**Withernsea**, Humberside  
D class: Mar 31, Apr 2, 12, May 7, 20 and 24

**Yarmouth**, Isle of Wight  
52ft Arun ON 1053: Mar 1, 7, 25, Apr 1, 16, 17, 30, May 8 and 13

**Youghal**, Co Cork  
Atlantic 21: Mar 25 and May 3 (twice)

**Lifeboats on Passage**  
47ft Tyne ON 1142: Apr 13  
14m Trent ON 1199: May 29  
47ft Tyne ON 1154: May 29

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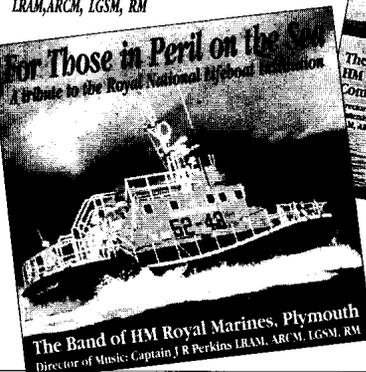
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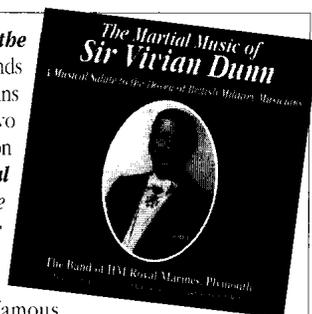
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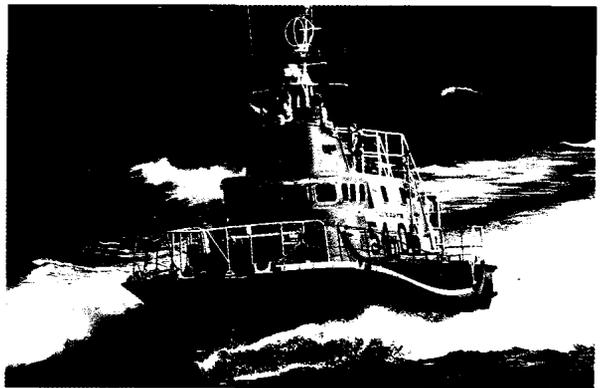
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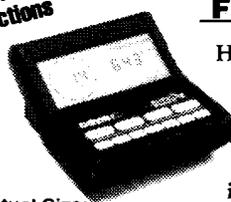
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The Coastline and its Secret Beauty



"BOAT'S WANTED"



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# MARTELL



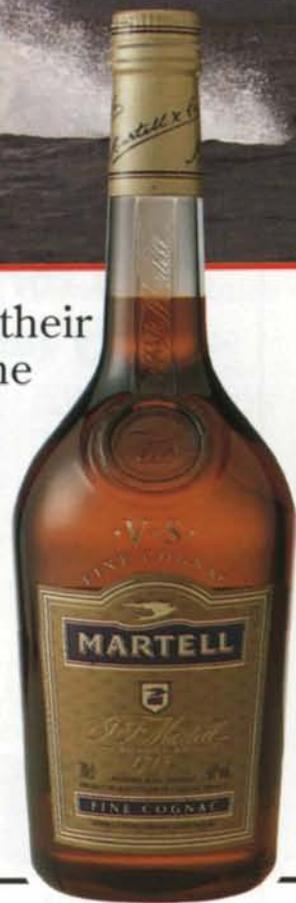
## The spirit of Tradition

Michel Martell, the seventh generation of the Martell family to head this prestigious company, founded in 1715, was in England when the announcement was made to phase out the traditional Naval rum ration in 1970. This included the provision of rum to Lifeboats "on service".

Being a lover of tradition and a keen yachtsman, he spontaneously offered to provide the RNLI with Martell Cognac.

The Lifeboats have carried Martell ever since for use "on service".

Martell & Co. and their U.K. distributor The House of Seagram are proud of this link and look forward to developing further their long standing relationship with the RNLI



The House of Seagram,  
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