



The Lifeline

Winter 1995/96

Medal and Vellum Service Reports

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Message from the Director





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The

Winter 1995/96

Lifeboat



Royal National

Lifeboat

Institution

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COVER PICTURE

by

Cumbrian Newspapers

HRH The Duchess of Kent aboard Workington's Tyne class lifeboat during her visit to Cumbria. During the Duchess's visit she named Silloth's new Atlantic 75 and opened two new boathouses.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1996, and news items should be received by 12 February 1996, 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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NEWSPPOINT

One only has to look at the names of the RNLI's lifeboat's to realise that a large percentage of them, indeed perhaps the majority, have been funded by legacies and bear the name of the donor or a close relative.

When the lifeboats which are now part of the national collection at Chatham were built this method of funding lifeboats was a way of life – the boats were less expensive, even in relative terms, and the wealth of the nation was, in general, in fewer hands and larger concentrations than today.

Over the years the RNLI has received some 60% of its income from legacies, but last year there were some worrying signs. For the first time in its history a real fall in legacy income was detected, and although the 4% involved may sound a small proportion that decline has continued and, indeed, has accelerated.

Superimposed on this fall in legacy income has been an increase in the size, complexity and therefore cost of lifeboats. The result is that we have reached a point where few legacies will now amount to the full £1.4m of a new Severn or even the 50% traditionally accepted as the minimum for naming the lifeboat.

It is for these reasons that the Institution has taken the steps which you will read about on these news pages – producing a new leaflet and a new video about legacies and their importance to the RNLI.

It may seem a little macabre to be concentrating on this element of fundraising – but in truth it is not. By bringing this matter to the public's attention now the RNLI hopes that those currently making their wills will consider the Institution's needs and allow it to plan with confidence. They will also know that they are helping to secure the Institution's future as well as its present.

Legacies need not be large ones – many lifeboats have been funded by combining several legacies and appeals 'topped up' by generous smaller bequests.

The fall in legacy income is worrying, but it can be overcome if action is taken now.

Heritage grant for unique lifeboat collection

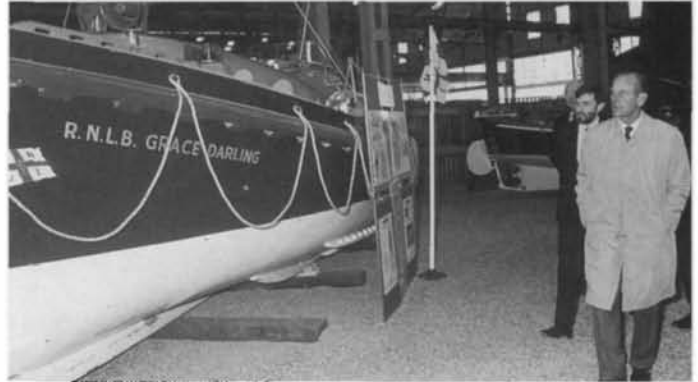
As reported in a 'Stop Press' item in the Autumn issue of *THE LIFEBOAT* the RNLI has been awarded a £355,000 grant by the National Lottery Heritage Fund.

The money will be used to safeguard the RNLI's collection of historic lifeboats and to present them in an innovative way which will bring the history of the lifeboat service to life.

The Institution has always been keen to preserve its heritage, but has not been able to spend money donated for life-saving work in this way. As a result the collection, which had been at a museum in Bristol until that closed some years ago, has been housed at the Historic Dockyard in Chatham.

The Dockyard, itself a fascinating and historic location, will form a magnificent setting for the display, which can now be presented in a modern and imaginative manner.

The collection will be on show in the Number 4 Covered Slip and represents the evolution of lifeboat design



HRH Prince Philip viewed the lifeboat collection in Chatham while visiting the Historic Dockyard in early 1995. The lifeboats had only recently arrived and were stored on a shingle base with simple information boards.

from the late 1800s up to the 1990s. The whole Dockyard Complex is a fascinating slice of maritime history, and the Covered slip itself is an important historical building which complements the collection admirably.

The 15-boat collection includes a prototype Oakley, which heralded the start of modern self-righting lifeboats, as well as an early D class inflatable which, when introduced in the 1960s, started the move towards faster lifeboats. The latest addition – and by far the largest in the collection – is

the 54ft Arun which was in service until last year when she became the first of the class to be withdrawn.

An additional £250,000 is also available as a result of the generosity of a private trust and the sale of old lifeboats and the whole project will now go ahead with completion planned for Easter 1996.

There will be more details in the Spring issue of *THE LIFEBOAT* with – exhibition construction schedules and journal press dates permitting – photographs of the new displays.

Legacy lifeline on the small screen

Sir John Harvey Jones (TV's Troubleshooter), newsreader Michael Buerk, weatherman Peter Cockcroft and Salcombe lifeboat coxswain Frank Smith (himself no stranger to Television) all feature on a new video production made by the RNLI

to explain why legacies are so important to the Institution and to encourage those making a will to consider the RNLI as a beneficiary.

The video, based on an imaginary RNLI News Bulletin, is called 'Preserving all You

Value' and is linked with a booklet of the same title which has also been released recently by the Institution.

Joining the TV stars are others who, although not household faces, are just as important too the RNLI's success. Among them are Steve Vince, Malcolm MacDonald and Charles Sharrod, coxswains at Poole, Lerwick and Hastings respectively, and also Yolande Rampton from Surrey. Miss Rampton may not be a lifeboat crew member, but it was she who – by funding Hasting's D class, made some rescues possible in the first place!

The booklet 'Preserving All You Value' is available free from RNLI headquarters and the video should be available later in the year.

Troubleshooter Sir John Harvey Jones talks to lifeboat coxswains Malcolm MacDonald, Frank Smith and Steve Vince aboard Lerwick's new Severn class lifeboat during the making of the video 'Preserving all You Value'.





The Annual Meetings

The Institution's 1996 Annual General Meeting and Annual Presentation of Awards will take place in the Barbican Hall, London – the same venue as for 1995.

The meetings will be held on Thursday 16 May, the AGM at 1130 and the APA at 1430. As in 1995 both events take place in the same hall and a registration system will be used to allocate tickets on a first-come, first-served basis.

Please Note: It is important that the vouchers, which will be distributed in early April, are returned by supporters not wishing to attend. In 1995 some supporters were disappointed as the APA was officially over-subscribed some weeks before the event, only for there to be more than 500 empty seats on the day!

Raising the roof!



... and the walls, and everything else come to that! This is one way of dealing with a boathouse which is surplus to requirements – in this case at Humber.

The terms of the RNLI's lease dictated that when it was terminated the boathouse should be demolished. However the contractors decided there was an easier way - lift it in one piece, place it on a barge and float it away!

Show stoppers

Early recipients of this issue of *THE LIFEBOAT* will still have time to visit the RNLI's stand at the London International Boat Show at Earls Court.

The show runs from 5 to 14 January 1996 and the Institution's stand is 60E – the same position as in 1995.

The stand has the prototype Atlantic 75 featured in a display which recreates an actual rescue carried out by Poole's Atlantic in July last year.

On the subject of shows, the Institution's presence at the Southampton show last September resulted in a 49% increase over 1994 in the number of new members recruited.

The 'safety' theme of the stand was very appropriate - the RNLI had just announced that August had been its busiest month ever with a staggering 1,557 launches – 50 a day!

What's in a name

Fowey's new Trent class lifeboat – due on station at the end of 1996 – will be called *Maurice and Joyce Hardy* after Mr Hardy of Twyford Hants and the USA who donated more than £1m in 1994.

Mr Hardy wanted a west country lifeboat to be funded from his gift and it is being used to build the new Trent for Fowey in Cornwall. However when it was known that Mr Hardy was terminally ill the name was carried temporarily by the prototype Severn class, although Mr Hardy died before the naming ceremony could be held.

Alderney's new Trent – named during September – is the first lifeboat to carry the name *Roy Barker* after the benefactor who left the RNLI its biggest ever legacy. The £6.5m is invested in an endowment trust and should be sufficient to fund a new lifeboat every three or four years.

Reunited in New Zealand



Two ex-RNLI lifeboats were reunited again during July 1995, about as far from their home waters as it was possible to get.

Pictured are the Rother class *Alice Upjohn* being escorted into

The Lifeboat on tape

THE LIFEBOAT is also available on audio tape in conjunction with Talking Newspapers.

The audio tape version is free, although recipients may wish to make a donation to cover the additional costs.

To receive *The Lifeboat* on a C90 audio tape please write to the Editor, *The Lifeboat*, RNLI West Quay Road, Poole, Dorset BH15 1HZ.

New head of RNLI technical department

David Morgan has joined the RNLI as the new Head of Naval Architecture and Engineering. He has recently retired from the Royal Navy, with the rank of Captain, and his most recent position was Technical Director, Surface Ships at Bath.

He will be responsible for the RNLI's Technical Department, which designs, orders

and oversees the construction of new lifeboats, and maintains more than 350 lifeboats at some 215 lifeboat stations and researches, designs and trials ancillary equipment.

David Morgan takes over from the RNLI's current Chief Technical Officer, David Hudson, who retired at the end of 1995 after 13 years with the Institution.

Nelson harbour, New Zealand by the Brede class *Sealord Rescue* – previously Girvan's *Amateur Swimming Association*.

The Rother was on a 350-mile passage from Wellington to her new base at Greymouth with calls at Nelson and Westport. She was due to be re-named *Ivan Talley Rescue* the following month.

She saw service before even arriving at her home port, having taken part in a search for a missing fisherman in Westport.

From the Director

Brian Miles CBE looks back on an eventful 1995



1995 proved to be yet another busy and eventful twelve months for everyone involved with the RNLI.

A highlight had to be the 17th Conference of the International Lifeboat Federation in Montevideo, Uruguay, in February. The RNLI hosted the first conference in London in 1924 as part of its centenary celebrations, and nine countries were represented on that initial occasion. Records confirm how much value was obtained from sharing knowledge and experience and except for a break during the Second World War, a conference has taken place every four years since then – growing in scale on every occasion. Twenty-seven countries were represented in Uruguay and the agenda was comprehensive. Every lifeboat organisation, including the RNLI, clearly relished the opportunity to discuss matters of mutual concern and to learn from its international counterparts. In a world dominated by disputes of various kinds it is a relief to find that saving life from disaster at sea transcends boundaries; unites nations and inspires friendship and respect. Long may that continue to be the case.

At the end of the 17th Conference the RNLI formally offered to host the next conference in 1999, the Institution's anniversary year. 1999 may seem some time ahead but we are already developing plans for the conference, which will complement our Anniversary celebrations.

Fast lifeboats

I referred last year to the introduction of the 25 knot Severn and Trent classes and the improvement to the level of cover which we will be able to provide once they have entered service. One year on, it is pleasing to say that the programme is now under way and a number of stations have already received their new lifeboats. The response from the coxswains and crews has been encouraging and already much favourable comment has been made about the performance of these faster lifeboats in adverse weather conditions.

One of the principal targets of our strategic plan is to build 24 Severns and 26 Trents by the end of the year 2000. When that is achieved, virtually any point 50 miles from the coast can be reached within 2 1/2 hours - some one-third quicker than at present.

As we develop a faster and more capable fleet we must never forget how dependent we are on the dedication and commitment of our lifeboat crews. As I write it seems likely that lifeboat launches in 1995 will set a new record; indeed services by all classes of lifeboats have increased by roughly 70% in the last 10 years. In some cases, lifeboat stations are answering more than 100 calls a year and by any standard this is an enormous commitment, not just for our volunteer crews, but also for their families and, in many cases, for their employers.

Records

August 1995 certainly broke all records, with lifeboats launching an average of 50 times a day, lending emphasis to the RNLI's sea safety initiative to help ensure that people going to sea are prepared for any problems that might arise.

As well as giving up time for service launches, lifeboat crews must also make an ever increasing commitment to training - some of it at the station, and also at courses held in Cowes and at Poole Headquarters. When the training

programme really got underway a few years ago, there was a fear that we might be imposing too much on our crews. The opposite seems to have been the case, and the training is so highly regarded that we are being urged to provide more – a real tribute to the dedication and commitment of all RNLI lifeboat crews.

I have often said that the RNLI can never afford to be complacent, or fail to recognise indications that its performance can be improved. During 1995 we conducted a major efficiency review, and as part of this all lifeboat stations were asked to comment on the support they receive from Headquarters. The response was very encouraging but, nevertheless, some problems were highlighted which we will be doing something about early this year.

Let me provide two other examples where action needs to be taken. First, the vital matter of public awareness – in other words the visibility of the RNLI to the public in Great Britain and Ireland – and whether it considers the RNLI is an organisation they wish to support.

Awareness

Regular surveys test spontaneous awareness; prompted awareness and the propensity to give to the RNLI, and recent results have shown a surprising fall in all these areas. Those actively involved with the RNLI, and that most certainly includes the readers of *The Lifeboat*, may feel that the RNLI is a very visible organisation and one everyone would wish to support. Clearly, however, there are members of the public who do not know about the RNLI and the magnificent work of our crews.

I believe we can all play a part in helping to publicise the Institution by encouraging friends and acquaintances to share the pride we all feel in the lifeboat service.

The second area of concern is the fall in income from legacies. Many readers will be aware from Ian Ventham's letter included with the Autumn journal that legacy income declined in 1994 by 4%, and that this trend continued into 1995. Clearly this is worrying, and although we can identify some causes, including the decline of property values and that people are living longer and needing to make provision for their old age, we are taking positive action to reverse this trend so that people will remember the RNLI in their wills in the future.

Finally, I have thoroughly enjoyed the 1995 lifeboat year, as indeed I have enjoyed every year spent with the RNLI. I mentioned the highlight of the International Conference in Uruguay, but I have enjoyed many other highlights, usually involving visits all around the country. Once again, my thanks for all that you do for the RNLI and I look forward to meeting many of you in the future. On behalf of everyone at Poole Headquarters, I wish you and your families a happy and successful New Year.

Lifeboat Services



SE O SERVICES.....LIFEBOA

D CLASS VEERED DOWN IN CONFUSED SEAS

Family of five snatched to safety from base of cliff on rising tide

A service by Little and Broad Haven's D class on 23 September 1995 to a family stranded at the base of a cliff on a rising tide has led to the award of the Institution's Bronze Medal to Helmsman Crispin Williamson and the Thanks of the Institution on Vellum to crew members Brian Dilly and Dai Love.

It was 1541 on 23 September 1995 when Little and Broad Haven's D class inflatable launched to assist four children and two adults who were stranded by the rising tide at the foot of the cliffs near Druidston Haven.

The stranded family had put to sea in calm weather in their new dinghy and landed at Nolton Haven beach. Later, while trying to launch in rapidly deteriorating weather, the dinghy was swamped. The rising tide prevented the mother and children from moving along the rocks and they became trapped some 60ft from the father who had gone for help.

The wind was Westerly Force 5 gusting 6 with 6ft waves at Little Haven – marginal launching conditions for the D class lifeboat *Sybil*.

However the lifeboat, helmed by Crispin Williamson and crewed by Dai Love and Brian Dilly, was launched successfully and headed for the scene as fast as the conditions would allow. On arrival they found the family trapped about 200m north of North Haven, where the shore line is strewn with rocky outcrops with cliffs more than 200ft high and small coves which completely cover at high water.

The lifeboat went first to the mother and four children, aged between 6 and 12, who were stuck on a rock ledge at the base of a steep cliff. Wet, cold and scared, the children were in summer clothes but still wearing their lifejackets.

Close under the cliffs the sea conditions were much worse, with breaking waves on top of the swell and confused by the backwash from the cliff base.

A direct approach was impossible so



Bronze Medal



Thanks on Vellum

the lifeboat passed close to the casualties while the crew told them to stay where they were, reassured them and told them that they would anchor and veer back down to them.

Crispin Williamson manoeuvred the lifeboat into position, anchored and veered down through the unpredictable wave pattern. Choosing a small rocky outcrop he held the lifeboat alongside just long enough for crew member Dilly to leap ashore – he knew the family and was able to calm them ready for the difficult transfer to the lifeboat.

Judging the conditions Crispin Williamson manoeuvred the D class alongside the rock while Brian Dilly carried the children to the end of the outcrop one at a time. Here he had to throw them to Dai Love, who caught them in the well of the boat. Between each casualty, the lifeboat stood off and then veered down again, sometimes twice, to recover each of the four children. As the mother was being transferred, a large wave broke drenching both her and Brian Dilly.

With five of the casualties safely on board, the lifeboat powered away to repo-



Little and Broad Haven West Division

sition and rescue the father. Having re-anchored and started veering down, three huge waves caught the lifeboat throwing her broadside on to the seas. Dai Love quickly and instinctively retrieved some warp, holding the bows to the seas and almost certainly preventing a capsizing.

By now the lifeboat had shipped a considerable amount of water and the helmsman decided it would be safer to take the five people already aboard to the beach before returning to rescue the father. So, at 1605 they were landed and the children – who were now in the first stages of hypothermia – taken to shelter.

The lifeboat was quickly relaunched to rescue the father, who had by now climbed the cliff and was stuck some 50ft up. Once again the lifeboat anchored and veered down and Brian Dilly was landed.

The St David's Auxiliary Cliff Rescue Team had been called and for the next hour the lifeboat stood off to direct the rescue teams while crewman Dilly remained at the foot of the cliff exchanging jokes and encouraging the father to maintain his precarious position.

Dense undergrowth prevented a vertical recovery up the cliff so eventually both an Auxiliary Coast Guard and the casualty were lowered down to sea level for the lifeboat to recover. Crispin Williamson and Dai Love held the stern of the lifeboat close enough to the rocks to allow the casualty and rescue team to jump on board and by 1721 the last casualty had been landed at Druidston.

With everyone now safe the lifeboat returned to the abandoned dinghy to recover some personal gear, including house keys, which were safely recovered despite Force 7 winds and underwater obstructions. The dinghy was holed and could not be saved so the crew returned to station and by 1800 the lifeboat was refuelled and ready for service.

ONLY TRAPPED AIR KEEPING VESSEL AFLOAT

Crew rescue man trapped in capsized fishing vessel

James McPhee, the coxswain of Campbeltown lifeboat, has been awarded the Thanks of the RNLI inscribed on Vellum following a service to the work boat *Gille Brighde*, when she capsized on 29 March 1995.

Mechanic David Cox, assistant mechanic David Reid and crew members Mark McGrory, Keith Wright, Charles McLellan, Graham McMurchy and Bruce Strang have been awarded Vellum Service Certificates.

The owner of *Gille Brighde*, Dick Gannon, had been trapped in the wheelhouse when she capsized and although Coxswain McPhee knew that he had to be rescued quickly because of the very low water temperature, they could not risk breaking the wheelhouse windows in case this released the trapped air and the boat sank.

Having tried unsuccessfully to right the boat by various means crew members Bruce Strang and Mark McGrory were in the water alongside the craft, and when the air pressure caused one of the wheelhouse windows to explode they managed to grab Mr Gannon and pull him clear while Mechanic David Cox hauled the vessel's bows out of the water, using the lifeboat's winch.

Teamwork

In his official report, Kiran Nash, deputy divisional inspector of lifeboats for Scotland, said: 'This rescue, while occurring in favourable wind and sea conditions, demanded fine teamwork and concentration from Coxswain McPhee and his crew. Attempts to right the craft were carried out in the sure knowledge that the trapped survivor might perish at any moment and were executed quickly and efficiently. Teamwork between crew on board the lifeboat and those in the water was excellent. In extremely difficult circumstances, Mr Gannon's life was saved by the calm and effective action of the entire crew, ably led by Coxswain McPhee.'

It was at 1557 on Wednesday 29 March 1995 that Clyde MRCC first informed Campbeltown lifeboat station that the 26ft fast work boat *Gille Brighde* had capsized five miles south of Davaar Island.

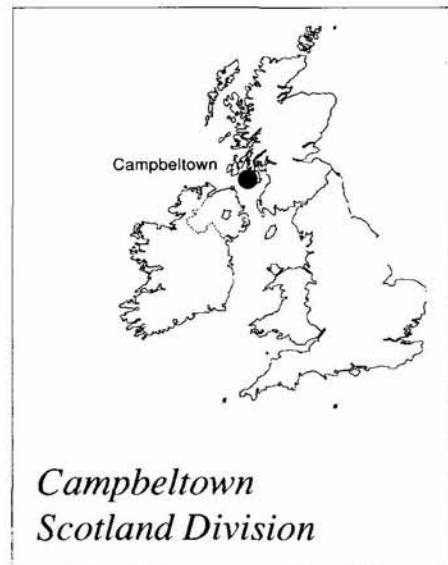
At 1605 Campbeltown's Arun class lifeboat *Walter and Margaret Couper*, left her berth and headed for the position at full

Thanks on Vellum

speed in fair conditions. A helicopter from RNAS Prestwick reached the scene first, but, finding no sign of anyone in the water near the capsized craft, it marked the casualty with a smoke flare and left to search the shoreline. At 1620 the lifeboat's inflatable Y-boat was also launched to search close inshore, but Coxswain McPhee suspected that a man could possibly be trapped under the upturned hull and rather than committing both the lifeboat's dry suits to the Y-boat crew he ordered one of the dry suit-clad crew members to stay on the lifeboat.

'The sea was very cold and the coxswain knew that he would have to be rescued quickly if he was to survive'

When she arrived at the scene at 1633 the lifeboat found *Gille Brighde* capsized and beam on to the 3ft swell with only 2ft of her bow above water. Coxswain McPhee brought the lifeboat gently alongside and crew member Bruce Strang went into the water to establish whether anyone was trapped beneath the vessel. Swimming towards the bows of the casualty he could hear shouts from inside the wheelhouse and recognised the voice as that of the owner, Dick Gannon. He banged hard on the wheelhouse casing to let him know that help was at hand. The sea was very cold and the coxswain knew that Mr Gannon would have to be rescued quickly if he was to survive. The Y-boat was recalled and crew member Mark



McGrory joined Bruce Strang in the water.

Coxswain McPhee was reluctant to break the wheelhouse windows to get to Mr Gannon, as it appeared that it was only the air trapped in the wheelhouse which was keeping the vessel afloat so he decided to try to right her. Lines were made fast and several attempts made before being abandoned. An unsuccessful attempt was then made to force the vessel's liferaft underneath the bows to provide additional buoyancy when inflated. The lifeboat had now been on the scene for 30 minutes and, although Mr Gannon could still be heard, Coxswain McPhee knew that time was running out.

Suddenly the wheelhouse window on the starboard side shattered with a rush of escaping air. Fortunately a line had been made fast to the forward cleat and Mechanic David Cox immediately was able to use the lifeboat's winch to lift the vessel's bows as high as possible out of the water, exposing the main wheelhouse window.

Tangled

Crewman Mark McGrory was then able to smash the window and reach inside. After he had removed lifejackets, cordage and other equipment he was able to reach Mr Gannon's outstretched hand. However his legs were entangled in cordage and only when this was clear could he be pulled through the broken window. He was stripped of his outer clothing and wrapped in a blanket before being transferred to the helicopter and taken to hospital in Campbeltown.

The lifeboat remained on the scene until it was confirmed that there had been no other persons on board and *Gille Brighde* was then towed back to Campbeltown where the lifeboat was refuelled and ready for service again at 2048.

He'll face 30ft waves, blizzards, Force 9 gales and sub-zero temperatures.



Andy Huggitt: 2nd Coxswain and Deputy Mechanic, Eastbourne lifeboat.

Photography: Murray Langton.

But only with your help – please remember the RNLI in your will.

Come hell or high water, our volunteer lifeboat crews are ready and willing to save life at sea at a moment's notice, 24 hours a day, 365 days a year. But they can only do it thanks to the help of RNLI supporters like you.

Our new booklet, *Preserving All You Value*, explains how six out of every ten lifeboat launches are currently made possible by legacy gifts. It also shows how you can help our crews carry on their lifesaving mission long into the next century – by remembering the RNLI in your

PRESERVING ALL YOU VALUE

will. For a free copy, simply complete and return the coupon below, and help our crews continue to save those in peril on the sea. Thank you.



To: John Marshall, Legacy Enquiries Officer,
RNLI, FREEPOST, Poole 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.

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LJ6/1

Royal National
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LIFEBOAT DAMAGED AS SHE GROUNDS IN SWELL

Atlantic rescues two boys cut off by the tide

Framed Letters of Appreciation signed by the Institution's Chairman have been sent to Helmsman Michael Picknett and crew members Michael Hoyle, Barry Knaggs and Gordon Young following a service by Redcar's Atlantic 21 rigid inflatable.

Helmsman Michael Picknett was listening to his VHF radio at 1535 on Sunday 16 April 1995 when he heard a conversation between Tyne Tees Coastguard and the local Coastguard Sector Officer about two boys who were in a potentially dangerous situation at the foot of the cliffs at Saltburn. Knowing that it was two hours before Spring high water he telephoned the honorary secretary, who contacted the Coastguard agreeing to launch the station's lifeboat.

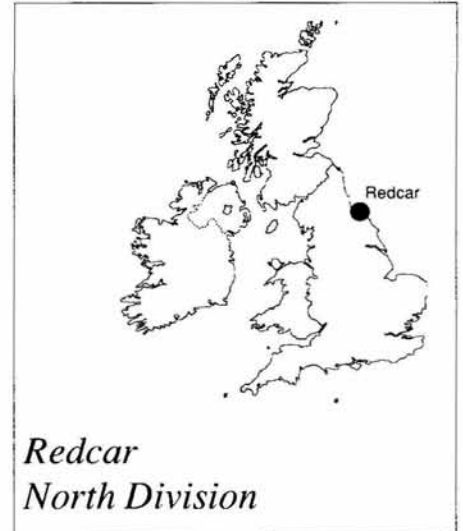
At 1542 the lifeboat launched with Michael Picknett in command and Michael Hoyle, Barry Knaggs and Gordon Young as crew and headed at full power for the cliffs at Saltburn, some six miles away. As she approached the Coastguard Sector Officer on the cliff top showed the lifeboat where the two casualties were and Helmsman Picknett made a run past, clear of the surf line.

He saw the two boys standing on rocks at the foot of 500ft cliffs, just clear of the surf breaking on the rocks. There was still some one-and-a-half-hours until high water and, although the boys would probably still be clear of the water, they were

already cut off and could not walk to safety. They were dressed only in shorts and T-shirts and would have to wait some hours before they could get to safety. The onshore wind was also forecast to increase to Force 6.

So, after discussion with the Sector Officer, Helmsman Picknett decided to evacuate the casualties. By now the wind was NNW Force 4, with a substantial 2m to 3m Northerly swell rolling in onto the beach. Helmsman Picknett manoeuvred the lifeboat up-tide of the casualties and clear of the breaking seas, anchored and then veered down until they were about 60m from the shore – clear of some isolated rocks further inshore.

Crew member Gordon Young swam ashore with a line, two lifejackets and a waterproof VHF radio and secured the line around a rock. The lifeboat was now secured fore and aft but because Helmsman Picknett was worried that the engines might hit the rocks as the boat surged in the large swell the engines were stopped and lifted clear of the water. That done, Crew member Knaggs also went ashore to help, and the two boys were soon put



Redcar
North Division

into lifejackets and – as they had arrived by mountain bike – they also put their cycle helmets on for extra protection.

The constant movement in the swell was causing the lifeboat to surge on the anchor warp and Helmsman Picknett dropped the port engine to help take the strain. However a very large sea struck the lifeboat, lifting her almost vertical, and as she fell back into the trough the port engine struck some submerged rocks. The lifeboat was resecured and the engine lifted to prevent further damage.

Vertical

When the casualties were ready for the transfer the lifeboat was brought nearer and resecured about 30m from the shore. While waiting for a 'smooth' to make the transfer three 3m seas passed under the lifeboat, lifting her almost vertical again, and as she fell into the troughs her starboard quarter struck the bottom. However, once these had passed the first survivor was brought out to the boat.

Holding the boys firmly and reassuring them all the way, Knaggs and Young made their way out along the line through the surf to the boat. Knaggs took the youngest casualty out first and then returned to help with the second boy.

With everyone safely aboard the port engine was started, the anchor line and shore line cut and the lifeboat taken ahead until she was clear of the surf. The second engine was lowered and started and at 1625 she headed back to station.

The lifeboat arrived off the beach at Redcar at 1640 but as the Atlantic could not be recovered (the tractor and carriage had been flooded) the boys were transferred to the station's D class and taken ashore.

The Atlantic was taken to Hartlepool and as the port engine was found to be damaged it was changed before she was recovered at Redcar the following day by a replacement carriage and tractor.

Awards for St Helier crew

The service by St Helier's Tyne class lifeboat to the high-speed ferry *St Malo* - reported in the Summer issue of *The Lifeboat* - has led to the award of the Thanks of the Institution on Vellum to her ex-coxswain, Robert Vezier.

Vellum service certificates will go to the rest of the lifeboat's crew - 2nd coxswain/mechanic William Hibbs, assistant mechanic Anthony Bonass and crew members Karl Vallois, Paul Battrick, Andrew Hibbs and David Mills.

The lifeboat was called to the assistance of the ferry on Easter Monday, 17 April 1995, when she struck rocks off St Helier and started to sink. There were 300 passengers and seven crew aboard.

The lifeboat crew not only helped with the evacuation and took people aboard (55 people returned on the lifeboat) but also acted as a 'pontoon' enabling passengers to leave the ferry and move to liferafts which

Thanks on Vellum

were then towed to other vessels. Another 150 people crossed her decks in this way.

In his official report Capt Hugh Fogarty, inspector of lifeboats for the South division said: 'This service was particularly notable in terms of the number of persons assisted, and the difficulties encountered due to the age of so many of the survivors. Coxswain Vezier displayed superb seamanship in maintaining station alongside *St Malo* for 35 minutes while the vessel was evacuated. Lifeboat first-aider Paul Battrick used all his professional ability to tend to badly injured cases. This was a superb team effort.'

SURVIVORS HELPED BY SURFERS

Atlantic saves five from speedboat capsized in heavy surf

Helmsman Brian Gould of the Cullercoats lifeboat has been awarded the Thanks of the Institution on Vellum for saving five people from their capsized speedboat on 8 April 1995.

Crew members Mark McGlasson and Paul Tooke have been awarded Vellum Service certificates and two surfers involved in the rescue, Mark Ward and Stephen Hudson, will receive letters of thanks from the RNLI's Chief of Operations.

The speedboat, *Cavabien*, had capsized in surf 400 yards off Tynemouth beach, throwing five people into the water – including a five year old boy. Two surfers went to their assistance and held the boy on their surfboard until the lifeboat arrived. Despite problems with the starboard engine stopping and the port engine cutting out, Helmsman Gould managed to manoeuvre the lifeboat alongside the people in heavy surf three times, until all five had been hauled on board.

In his official report, Guy Platten, deputy divisional inspector of lifeboats for the north, said;

'The speed and brevity of this service in no way detracts from the excellent seamanship and leadership shown by Helmsman Gould. This service would have required skill and good judgement even if the lifeboat was operating correctly, however, for much of the time the lifeboat was operating on one, underpowered engine in 3m breaking seas.

'After rescuing the child Helmsman Gould was faced with the difficult decision to either run back to harbour and risk the lives of the remaining casualties in the water, or to continue in the knowledge that his engines were proving less than reliable. It is to his credit that he continued the service and as a result two lives were saved. The two surfers, Mark Ward and Stephen Earl Hudson, are also to be admired for paddling out to the casualties. Their selfless action undoubtedly helped keep the survivors alive until the lifeboat could reach them.'

It was at 1513 on Saturday 8 April 1995 that Tyne Tees MRSC told Cullercoats lifeboat station of the capsized speedboat, which was 200 yards north of Sharpness Point. Just three minutes later the station's Atlantic 21 rigid inflatable launched with Helmsman Brian Gould in

Thanks on Vellum

command and although the starboard engine cut out on launching it was quickly restarted.

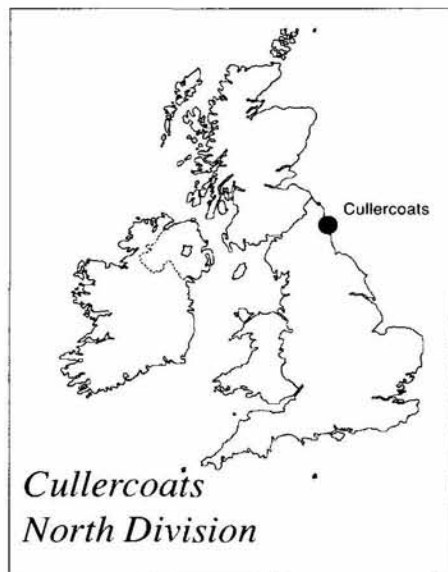
The lifeboat reached the casualty in four minutes to find two people lying on the upturned hull and a group of people just inside the surf line. A 3m to 4m northerly swell was running, causing a rough breaking sea on the beach. The wind was northerly, Force 4 to 5.

Helmsman Gould decided to run in towards the beach, then turn and head back out to sea, picking the casualties up while head-to-sea. Matching the speed of the sea he ran in on the back of one of the waves and, once it had broken, turned to port and came head-to-sea. As he did so, the starboard engine stopped, and could not be restarted. The port engine was also only producing limited power and the lifeboat was barely able to make headway through the surf. Despite this the lifeboat headed towards the casualties, all the while attempting to 'bump start' the starboard engine.

Surfers

The lifeboat crew could see five people in the water, including two surfers who had paddled out and taken a child of five on to one of their boards and who were encouraging the other two casualties to hang on to their boards. None of the casualties were wearing lifejackets and two of them, including the boy, were dressed only in jeans and T-shirts.

As the lifeboat approached, Brian Gould decided that he could not risk stopping, so crew members McGlasson and Tooke stood on the starboard side and grabbed the boy as the lifeboat passed. He was very cold and frightened and had been in the water for about 30 minutes. The crew wrapped him in a survival bag. Helmsman Gould was then faced with a very difficult decision – rush the boy to



shore, or run back in and attempt to recover the other casualties, whose condition was also becoming critical.

He decided to rescue the remaining people, and turning the lifeboat he increased speed, running back into towards the beach and then turning to head-to-sea once again. At that moment two huge seas hit the lifeboat, which had very limited power, and forced her up until she was vertical. Fortunately she landed stern first and also ended up head to the next breaking sea.

Helmsman Gould approached the other two casualties and did not stop the lifeboat as they grabbed the lifelines. Tooke and McGlasson held onto them and once calmer water was reached, the lifeboat was stopped so that they could be taken on board. One man, who was wearing a wet suit, climbed on board but the other – the boy's father – was suffering badly from hypothermia and had to be lifted in.

Clinging

Helmsman Gould then ran the lifeboat in for a third time to pick up the casualties who were clinging to the upturned hull.

The surfers confirmed that they could make their own way ashore and so the lifeboat made best speed back to the station, where the casualties were handed over to the waiting paramedics from an air ambulance which had landed on the beach. The time was 15.40.

The lifeboat's engines appeared to be working perfectly when she was re-housed but during an exercise launch the following day the same problems were experienced.

The RNLI's coast engineering team was called and the cause of the problems was found to be water in the fuel tanks. The lifeboat was withdrawn for repairs and a relief Atlantic 21 inshore lifeboat was immediately placed on service.

THIRTY-FOUR CALLS OVER BANK HOLIDAY WEEKEND

Poole is one of the RNLI's busiest lifeboat stations with a 'patch' which contains some of the best beaches on the South Coast and the world's second largest natural harbour. Although the harbour is sheltered, it is packed with yachts and sandbanks and has strong tidal streams.

This account by Steve Vince, the coxswain of the station's Brede class lifeboat, covers an incredible 34 calls during a single Bank Holiday weekend, and shows why the station frequently tops the 'most call-outs' league table!

The weekend's calls started on 26 August 1995 at 1433 when both lifeboats launched to a 16ft speedboat sinking off Bournemouth Pier. As we made our way out to the Middle Channel in the Brede class lifeboat *Inner Wheel*, we came across a dinghy in difficulties with two persons on board. Towing began at 1437 and was passed to a yacht club rescue vessel in order that we could continue with the initial service.

The Atlantic 75 class lifeboat *Friendly Forester II* diverted at 1528 to a vessel with engine failure at the Haven. This resulted in the vessel being towed to safety whilst we took another vessel with engine failure.

At 1544 both lifeboats diverted to two sailing dinghies that were trapped against the chain ferry. The occupants climbed aboard the ferry as the dinghies went underneath and were picked up by other vessels. We passed one of the vessels to the Coastguard Patrol boat and stood by in case further assistance was required.

At 1546 the Atlantic 75 diverted to assist a submerged canoe with one person aboard, the occupant was taken ashore with his canoe. Some twenty minutes later, the Brede class lifeboat was called to a 30ft yacht aground on the oyster bank. The Atlantic 75 arrived at 1626 from its previous service to assist.

After nine call-outs, both lifeboats finally returned to station and were ready for service at 1715.

At 0620 the next day, the lifeboats were called to a person in a diabetic coma, aboard a yacht off Goathorn. The casualty was treated by paramedics already aboard the lifeboat.

The Atlantic 75 launched at 1542 to a 42ft cabin cruiser that was on fire off Highcliffe. The lifeboat later stood down as all persons previously aboard were safely aboard other vessels.

At 1628 the Atlantic 75 launched again, this time to a trimaran aground and sinking off Salterns Marina. The lifeboat managed to tow the vessel to an Auxiliary Coastguard vessel which then towed the trimaran to where it could be lifted from the water.

By 1652, on our way back from Hengistbury Head, we were asked to look for a missing speedboat with four people on board. After finding the speedboat safe and well, both lifeboats diverted to search for a 6ft dinghy with two persons on board and

thought to be in trouble off Branksome Chine. The Atlantic 75 took a member of the yacht who had made the report, to assist them in locating the casualty. The vessel was sighted and soon the occupants and the vessel were aboard the lifeboat.

On its way back from this service, the Atlantic 75 located a 22ft speedboat aground on the Hook Sands. The inshore lifeboat managed to tow the vessel off and passed to it to the Brede. After landing the dinghy and its occupants at the Haven, the Atlantic headed for a 16ft vessel with six people aboard which was suffering with machinery failure in Whitewater Lake. The lifeboat made its way towards the casualty but due to the lack of water was unable to get very close. The Brede helped a yacht in difficulties off Brownsea pier at 1810 and then went to assist the inshore lifeboat at 1822.

The D Class was requested from the lifeboat house to tow the small X-boat inflatable dinghy. Using this the four occupants were eventually taken off and transferred via the D Class and the Atlantic to the Brede. The remaining occupants and the vessel were towed to Lake Road. The lifeboat also assisted a 14ft dory with three people aboard with engine trouble.

At 1923 the lifeboat headed for its fourteenth casualty of the day, a yacht having difficulties with the tide in Poole Bay. The yacht was towed into safety and both lifeboats were ready for service at 2100.

On 28 August 1202 the Atlantic 75 launched to a speedboat in trouble off Hamworthy Park and towed it to safety.



Later, the same lifeboat towed a broken down speedboat from Studland Bay to Sandbanks Yacht Club.

At 1756 the Brede launched to a canoe on the Hook Sands. Two people were thought to be aboard but were later located safely ashore.

From 1810 onwards, a further four casualties were towed to safety and both lifeboats finally rested at 2030.

In order to carry out all the lifeboat calls, it is not just the crews that should take the credit. While these services were going on, friends, families and other crew were 'holding the fort' at the lifeboat station - answering the phone and taking a radio log. A team effort is needed if we are to carry out so many calls successfully, not to mention writing up the 34 reports needed afterwards!

During the calls on the 28 August, Helmsman Paul Singleton managed to crew four lifeboats - the 33ft Brede, the Atlantic 75 inshore lifeboat, the ex-D class boarding boat and the small X boat. He probably broke some kind of record!

Steve Vince, coxswain Poole lifeboat.



Another day... another service!

Poole's Atlantic 75 was called out a couple of weeks before the events chronicled above, and while in the middle of her naming ceremony, when Poole's shallows and tidal streams caught out another yacht.

photo Mrs S.C. Ward

Naming Ceremonies

New lifeboats named and dedicated

Silloth – Atlantic 75 *Spirit of Cumbria* and new lifeboat house

St Bees – new lifeboat house

Her Royal Highness The Duchess of Kent had a busy two days in October when, during a tour of Cumbria, she named one lifeboat and opened two new boat-houses as well as going afloat and attending a branch fundraising function.

Bright sunshine greeted Her Royal Highness at **St Bees** where many had gathered to welcome her. She opened the new boathouse before making a personal inspection of the vastly improved facilities the building provides for both crew and fundraisers. Later that day Her Royal Highness attended a fundraising reception organised by Penrith branch.

At **Workington**, Her Royal Highness made presentations of a gold badge and long service award before touring the boathouse that was filled with people keen to answer her questions about their work for the RNLI. Fortunately, the lifeboat was positioned outside ready and waiting to take Her Royal Highness on a short trip afloat. In spite of the blustery conditions, she took the helm and clearly enjoyed the experience.

It was too much to hope that the rain would hold off for the whole of the two days and the hundreds of people awaiting the Royal party at **Silloth** on 11 October 1995 were well and truly wet by the time Her Royal Highness arrived. Within minutes, though, it had stopped and the naming ceremony for the new Atlantic 75 lifeboat and opening of the new boathouse was able to proceed.

The cost of the lifeboat was met by Lake district branch, which raised £20,000 with a special appeal, while in

Rock – D class *Dolly Holloway*

After a year's evaluation trials which have seen lifeboats from the relief fleet in action 66 times, Rock's first lifeboat of its own was named in a ceremony at the station – in the Camel Estuary opposite Padstow – on the afternoon of 15 October 1995.

Mr Peter Smith, Chairman of the Branch opened the proceedings and welcomed the large number of supporters present before Mr Michael Holloway presented the new lifeboat to the RNLI.

The local Committee had decided to run an appeal for not only the new boat but also the boathouse. On the evening the appeal was launched, Mr Holloway had surprised everyone by announcing



Her Royal Highness the Duchess of Kent at the opening of the new boathouse at Silloth and the naming ceremony for the station's new Atlantic 75 *Spirit of Cumbria*. (Inset) Helmsman Derek Wilson pours the champagne as the Duchess names the lifeboat.

Silloth the crew, station branch and financial branch worked together on a 12 month appeal that raised over £41,000 and neighbouring Carlisle branch gave support with a special event during the year.

It was therefore with great pride that the station chairman, Mr Bill Irving welcomed the hundreds of guests to the ceremony. Mrs Louie Rigby, chairman of Lake district branch jointly handed over the boat to Sir Michael Vernon, chairman of the RNLI. The lifeboat was accepted into the safekeeping of Silloth lifeboat station by honorary secretary, Captain Chris Puxley.

A service of dedication was led by the Reverend Mike Heslop before Her Royal Highness The Duchess of Kent addressed the gathering, speaking of her great pride and pleasure in learning how this par-

he would like to fund the boat in memory of his mother who had first bought a cottage in the area over 60 years ago.

Mr Anthony Oliver, deputy head of fundraising and marketing, received the new lifeboat and handed her into the care of the station honorary secretary, Mr Bernard Rush. The Vicar of St Minver, Reverend Peter Frowley, dedicated the new lifeboat before James Tyrwhitt-Drake, the deputy divisional inspector of lifeboats for the south, expressed a vote of thanks to everyone who had made the day possible.

Mr Holloway then named the lifeboat *Dolly Holloway* before she was launched and put through her paces.

ticular lifeboat had been funded. Her Royal Highness named the lifeboat *Spirit of Cumbria* which launched for a demonstration before Her Royal Highness cut a christening cake and the new lifeboat was toasted by all.

Relief – Atlantic 75 *Lucy Beryl*

The Inshore Lifeboat Centre at East Cowes was the setting for the handing over and naming ceremony of the Atlantic 75 lifeboat B709 *Lucy Beryl* on 30 October 1995. This lifeboat, destined for the relief fleet, was funded from the generous bequest of Mrs Lucy Beryl Stephenson of Yorkshire.

Alan Tate, superintendent of the Inshore Lifeboat Centre welcomed the guests and described the lifeboat and its future role before the Reverend Keith Town, nephew of the late Arthur and Beryl Stephenson handed over the lifeboat to the RNLI. Mr Town spoke of his uncle's work over very many years for the Ordnance Survey and how, with his Aunt, the couple had spent a considerable time travelling in Scotland when they must have often come in contact with the work of the RNLI.

The lifeboat was received into the RNLI relief fleet by Anthony Oliver, deputy head of fundraising and marketing before the Reverend Stuart Cleaver, Priest-in-charge of Whippingham and East Cowes conducted the service of dedication.

The ceremony concluded with the lifeboat being named *Lucy Beryl* by Mr Robert Davies, a friend and neighbour of the late Beryl Stephenson.

Naming Ceremonies

continued

Courtmacsherry – Trent class *Frederick Storey Cockburn*

The naming and blessing of Courtmacsherry's new lifeboat *Frederick Storey Cockburn* will forever linger in the memories of those who attended this unique occasion. The new £1.1m Trent class attracted a massive attendance of some 2,000 people, but the day was further excited by the presence of international composer Phil Coulter. Following the opening speech by Father Martin O'Driscoll, Mrs Janet Quinn, closest living relative of Frederick Storey Cockburn, handed the lifeboat into the care of the RNLI.

Sir Michael Vernon, chairman of the RNLI, officially accepted the new lifeboat on behalf of the institution, saying that the RNLI was deeply indebted to the late Mr Cockburn for his most generous legacy which provided the major part of the funding. Before handing the lifeboat over to Courtmacsherry station, Sir Michael said he was honoured that Mrs Quinn, closest relative to the late Mr Cockburn was present for the ceremony.

The honorary secretary of



Festivities in Courtmacsherry Harbour during the naming ceremony for the station's new Trent Class *Frederick Storey Cockburn* with the station's previous boat, the Waveney class *Arthur and Blanche Harris*, visible astern of the new Trent.

Courtmacsherry lifeboat station, Des Bateman, gratefully accepted the lifeboat and a blessing ceremony was conducted by Reverend Father Richard Hurley, Reverend Ronnie Clark and Reverend Mr Dowse. Mr Barry O'Flynn, chairman of the Courtmacsherry fundraising committee proposed a vote of thanks.

At the close of the ceremony, the boat was named by Mrs Mary Dwyer. Honoured that she had been requested to name the lifeboat, she said that she was here as a representative of the huge band of fundraisers throughout Ireland and the United Kingdom without whom, occasions such as this would not be possible. The traditional breaking of the champagne met with great applause as *Frederick Storey Cockburn* slipped her moorings and gave a short demonstration in the harbour.

Hayling Island – Atlantic 75 *Betty Battle* and new lifeboat house

On 13 September 1995, Hayling Island, Hampshire, was the setting for a dual ceremony – the opening of a new lifeboat house and the official naming of a new lifeboat.

It was exactly 130 years after the original opening ceremony and dedication of Hayling's first lifeboat *Olive Leaf*, and among the 300 guests were descendants of many of those who brought lifeboats to Hayling or were past lifeboatmen.

In his opening speech Roy Smith, chairman of the Hayling branch, welcomed the descendants and guests. Prominent amongst these was the patron of the appeal, David Sandeman, a member of the distinguished family of port producers. David Sandeman's great great grandfather, George Glas Sandeman supported the original siting of a lifeboat house at Hayling and provided the refreshments after the dedication in 1865. Mr Sandeman formally handed over the lifeboat station to the RNLI and paid tribute to the appeal committee and its supporters who had raised £115,000 towards the cost of the building.

The new Atlantic 75 lifeboat *Betty Battle*, donated by Derek and Betty Battle of Ashted branch, was handed over to the RNLI by Derek Battle. He praised the courage of the crewmen and said that both he and Betty shared a great admira-

tion for lifeboatmen.

Commander Michael Woodroffe, the RNLI's deputy chief of operations, accepted the lifeboat station and lifeboat on behalf of the Institution and formally presented them to Brian Reed, the station honorary secretary of Hayling Island station branch.

The lifeboat, in service since June, had already been called out 23 times and had saved five lives. The new lifeboat station had been purpose built to house the Atlantic 75 and a D class lifeboat and provide improved crew changing facilities, office and training room. The lifeboat station has been awarded the Havant Borough Council's 1995 Design Award.

A moving service of dedication was conducted by Reverend McManus, Chaplain of Hayling lifeboat station, with music from Ditcham Park School Orchestra. After the service Dr. Graham Lowe, chairman of the Hayling Island lifeboat station appeal, proposed a vote of thanks to the many people who had contributed.

The celebrations concluded with David Sandeman cutting the ribbon to open the lifeboat house and Mrs Betty Battle pouring champagne over the bow of the lifeboat, which was then launched and put through her paces in the waters of Chichester Harbour.

Buckie – New lifeboat house

Despite wet weather, many visitors joined the local lifeboat community to see Buckie's new boathouse officially opened on 26 August 1995. The Hon. Mrs Henry Douglas-Home, a vice convener of the Scottish Lifeboat Council, cut the ribbon on the new shore facility and berth which cost in the region of a quarter of a million pounds.

Receiving the boathouse on behalf of the RNLI was Mr Andrew Cubie, vice chairman of the RNLI's fundraising committee; other guests included Mr J. MacPherson, Lord Lieutenant of Banffshire; Local MP, Mrs Margaret Ewing and representatives of the local Council.

Buckie lifeboat station is celebrating its 135th anniversary this year. The first lifeboat house sited at the West End of the Harbour cost just £140, since then the Buckie lifeboat has had four homes. The previous boathouse, used by the crew since 1960, was an asbestos shed best known for its cramped space and total lack of home comforts. The new building is well equipped and is ready to take Buckie lifeboat station into the 21st century. Since Buckie lifeboat station was established in 1860, the lifeboats have launched 248 times and saved 197 lives. Buckie's present lifeboat is the 52ft Arun class lifeboat *Charles Brown* which has been on station since 1983, having launched 118 times and saved the lives of 34 people.



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Naming Ceremonies

A September of ceremonies...

Relief – Atlantic 75 *O.E.M Stone*,

New Quay – D class *Corydd*

Borth – D class *May*

Little and Broad Haven – D class *Sybil*

Conwy – D class *Arthur Bate*

It was a busy September in Wales, with four naming ceremonies held in the first five days of the month, with two more following just days later!

As the long hot Summer continued the second naming ceremony in just over a year took place at **Aberystwyth** on the first of the month.

The previous occasion had been for the station's new Atlantic 75, this time it was the setting for the ceremony of a relief Atlantic 75. The new lifeboat was named at Aberystwyth because not only was she carrying out her first relief duty but the donor could make the journey from her home in South Yorkshire to undertake the journey in one day. Driven by Julie Mouny, the area organiser for the North East and accompanied by two friends, the donor, Miss Olive Stone, was greeted by a small band of supporters for what was intended as an almost private occasion.

The local branch chairman, Dr John Turner welcomed everyone before Miss Stone handed over the boat and spoke of her early encounters with the sea on the River Humber. Anthony Oliver, deputy head of fundraising and marketing received the boat for use in the relief fleet before the Archdeacon of Cardigan the Venerable Hywel Jones dedicated her.

Before naming the new lifeboat *O.E.M Stone*, Miss Stone surprised everyone by announcing she would like the boat to have a twin sister – and handed over a

cheque for £11,000 to fund a new D class lifeboat. The lifeboat was then launched and put through her paces much to the delight of the onlookers.

The following day, dawned bright and clear for the naming ceremony of the new D class lifeboat at **New Quay**, Dyfed. Captain David Brown, the branch chairman welcomed the guests and supporters to the ceremony in front of the boat-house before George Rawlinson, the divisional inspector of lifeboats described the boat.

Mr Nigel Beavan, Senior Vicars Choral, St Pauls Cathedral, representing the donors, Sinclair Roche & Temperley, a firm of London solicitors, then handed over the lifeboat. This was the second D class funded from the proceeds of a concert entitled 'Stronger than the Storm' held in St Pauls Cathedral in June 1994 to celebrate not only the firm's 60th Anniversary but also the Centenary of the City of London Branch. The new lifeboat was received by Anthony Oliver who handed her into the care of Mr Dennis Leworthy, the station secretary.

The Reverend Gabe Davies, Rector of New Quay assisted by Mr Eilwyn Jones, Presbyterian Minister conducted the Service of Dedication before Mrs Jackie Beavan named the lifeboat *Corydd* - the Welsh for Chorister.

Sunday 3 September 1995 dawned wet and stormy, but fortunately as the ceremony to name the new D class at **Borth**

was opened by Mr Tom Raw-Rees, branch chairman the rains stopped and the large crowd was able to enjoy the proceedings in relative comfort.

Mr George Rawlinson described the lifeboat before Dr May Reed, who had donated the funds for the new craft presented her to the Institution. She was accepted by Anthony Oliver who in turn handed the boat over to the station Secretary, Mr Ronald Davies. The Vicar of Borth, the Reverend David Francis dedicated the lifeboat before Mr Aran Morris, former Honorary secretary of the branch invited Dr Reed to name the boat *May*. The ceremony concluded with the lifeboat being launched in somewhat lively conditions before all present enjoyed a splendid tea provided by the ladies guild.

For the fourth ceremony on Tuesday 5 September the weather returned to Summer-like conditions when in front of a large crowd the new D class lifeboat was named at **Little and Broad Haven**.

The proceedings were opened by Mr Elson Phillips, Branch Chairman following which George Rawlinson described the new boat. Mr Anthony Baker, a Trustee of The Pennycress Trust, donors of the new lifeboat then presented her to Anthony Oliver who accepted the lifeboat on behalf of the RNLI.

Mr Chris Whitby, the station's new honorary secretary received the boat for use on the station and the Reverend Brendon O'Malley, Rector of Walton West then conducted the service of dedication. The branch president, Colonel Peter Howells then invited Mrs Vivienne Baker to name the lifeboat *Sybil* after the late Dowager Marchioness of Cholmondeley who had set up The Pennycress Trust. The ceremony once again concluded with the lifeboat being put through her paces and another good tea arranged by the ladies guild.

Just four days later, on 9 September 1995, the handing over ceremony and service of dedication of yet another new D class inshore lifeboat took place, this time in **Conwy Harbour** before a large gathering of people.

The lifeboat D482, was named *Arthur Bate* at the ceremony performed by Miss Joan Bate, sister of the late Mr Arthur Bate whose legacy provided the lifeboat. Lt Cdr Brian Miles, director, accepted the lifeboat on behalf of the RNLI and placed her into the care of Conwy lifeboat station.

After the ceremony, *Arthur Bate* launched and gave a demonstration in the harbour.

A sixth naming ceremony was held at Rhyl on 10 September, but details were not available at the time of going to press and a report will appear in a subsequent issue of THE LIFEBOAT.

Just one of the many naming ceremonies for inshore lifeboats held in Wales during September - the D class at Conwy. Miss Joan Bate names the station's new D class *Arthur Bate* after her brother who provided the legacy which funded the lifeboat.

Photo Glynn Morris



YOUR LETTERS



A helping hand

After leaving the River Crouch on 22 October 1995 I unfortunately crossed the Swallow Tail Spit too close to the buoy at 1530, two hours before low water, and went aground.

The sea was calm and apart from being very annoyed with myself the incident was expected to only be an inconvenience. As a matter of course I told the Coastguard that my wife and I were alright, we had an anchor out and as long as the weather held we should float off without problems.

About an hour later the Coastguard told us that they decided to ask the Walton and Frinton lifeboat to launch to stand-by in case any problems presented themselves. It transpired that the Burnham-on-Crouch inshore lifeboat had also launched.

The two RNLI lifeboats arrived just about the time we had begun to float and I had started my engines. The second coxswain of the Walton and Frinton lifeboat stationed himself in my wheelhouse and a crew member of the inshore lifeboat and myself went on the foredeck to take the anchor. To speed the operation the inshore lifeboat tripped the anchor and brought it to us and within about five minutes we were underway.

We transferred the inshore lifeboat crewman back to his boat and they sped off into the Crouch. We followed the Walton and Frinton lifeboat through the Spitway; they offered to go all the way to our mooring at West Mersea with us, but we were happy to be left. They compromised and went to the Colne Bar Buoy with us before the second coxswain trans-

ferred to his boat and we waved a thank you and goodbye.

Although we had not asked for assistance we were nonetheless very pleased that the Coastguard and the RNLI had made their decision to attend. The assistance given by both crews was done in a happy, reassuring and quietly efficient manner.

I have written to both crews with a small appreciation.

**T.R. Ryser,
Chislehurst, Kent.**

Spreading the cost

With regard to a letter which you sent to me some months ago about the fall-off in the monies you receive in legacies, it is, in my opinion, very necessary for you to increase your subscription income to make up some of the short fall.

I am always pleased when reading the abbreviated wills published in the daily newspapers to see money left to the RNLI and to read about the services performed by lifeboats bearing, palpably, the name of the donor.

This, as I understand, may sadly become less frequent in the future. So you have to get more from your annual membership. You should encourage more shoreline members to advance to governor by suggesting they spread the cost by monthly or quarterly instalments. Being a pensioner, paying a few pounds each month or quarter seems a lot less than paying in one large lump.

**J. F. C. Gaynor
Horsham, West Sussex**

Where is she now ?

During the course of some family history research, I was surprised to learn that my mother's Great-uncle donated the cost of a lifeboat, which was named *Frederick H. Pilley* after him. The RNLI has kindly provided me with some details and photographs of the lifeboat which served on station at The Lizard (1920-34), Port Askaig, Islay (1934-35) and Fleetwood (1935-39). I would be very interested to hear from any reader who can add to the following information.

Frederick H. Pilley (ON 657) was a 38ft self-righting lifeboat equipped with eight fir oars and powered by a 45hp Taylor engine provided free of charge by the manufacturers. She was built at a cost of £5,992 0s by Summers & Payne Ltd. (Nos. SP72C and S31). In total she made 33 emergency launches and is credited with saving 33 lives during 19 years of service with the RNLI.

RNLI records provide the following post-service comments. The *Frederick H. Pilley* was sold for £225 to W. A. Ragless of Bognor Regis after 1939. The Lifeboat Enthusiasts Newsletter reported in August 1989 that she was restored and renamed *Natalie* and was at Stockton-on-Tees and South Gare. The newsletter reported in 1990 that she was damaged and under repair at Stockton Marina.

I would be very grateful to hear from anyone with further information about the *Frederick H. Pilley* / *Natalie*. In particular, I would like to know if she still exists and if so, where she is today. As an ex-Merchant Navy Officer, I am particularly keen to obtain details of rescues undertaken by the *Frederick H. Pilley* on service at The Lizard, Islay and Fleetwood e.g. name of casualty, circumstances, RNLI crew names, awards for bravery, outcome.

**Christopher J. Clarke
19 Hitherwood, Cranleigh, Surrey,
GU6 8BW**

Are you lifeboatman enough?

Our coxswain, a veteran of the London Marathon and numerous half marathons, succeeded in getting another six of us fit enough to compete the 1995 Great North Run.

So pleased was he with the results and so confident is he about our future running abilities that we have decided to issue a challenge to other lifeboat crews. We would like to see teams of six crew members from other stations come and compete against us in the 1996 Great North Run.

The run takes place from Newcas-

tle to South Shields, a distance of 13 miles, 192 yards. The half marathon run is usually held in September.

If we can get enough interest going then we could get a trophy made and have an annual event, possibly switching venues to other parts of the country.

If anyone requires further information then contact me on the station during the day or at the address below.

**Neil Hancock
Station Mechanic, Amble lifeboat
Northumberland NE65 0BE**

**Letters from readers are
always welcome.**

**Address them to The
Editor, RNLI, West Quay
Road, Poole, Dorset
BH15 1HZ and mark
clearly 'for publication'**

Your LETTERS



Wandering ways

I would refer you to your article 'Thanks a million' which appeared in *THE LIFEBOAT* Autumn 1995, page 39.

I note with sadness that Susan Hiscock MBE passed away a short while ago. However I note with pleasure that the name *Wanderer* is to be kept very much alive on a new Severn or Trent lifeboat.

You refer in your article to *Wanderer III*, she was built by my father Herbert Page at his yard William King and Son at Burnham on Crouch. Eric Hiscock refers in his book 'Around the world in *Wanderer III*', with respect and affection to the men at the yard who built his beloved *Wanderer III*. As a young lad I well remember the vessel being built and the pleasure that the vessel taking shape gave to Eric and Susan Hiscock.

I know that, were my father alive today, he would be both pleased and proud that the name will be carried on one of your craft.

I have been a shoreline member for several years and look forward to seeing photos of the new vessel in *THE LIFEBOAT* in due course.

J. B. Page
West Mersea, Essex

Three in a row

As an enthusiastic spotter of ex-RNLI boats, I was delighted to find three together in Crosshaven, County Cork: Watson Class ON 959 *Helen Wycherley*; Barnett Class ON 943 *Claude Cecil Staniforth*; Barnett Class ON 883 *Norma B. Corlett*.

The three until recently were used for sea-angling and belong to Barry

The three ex-lifeboats *Helen Wycherley*, *Claude Cecil Staniforth* and *Norma B. Corlett* in Crosshaven.



Padstow's Tyne class lifeboat *James Burrough* launches from her slipway – see letter below.
photo T. Haresign

Thanks to Hastings....

May I express my thanks for your assistance in the early hours of 23 September 1995 when my motor cruiser, *Silver B* suffered fuel contamination in both engines off the Kent/Sussex coast.

As a shoreline member of the RNLI it was the first time I had to seek assistance and was very reassured to know that you were close at hand.

David Sankey
Uckfield, East Sussex

(Editor's note: Mr Sankey enclosed a substantial donation with his letter, for which the Institution is very grateful)

Twomey, Whispering Pines Guest House, Crosshaven.

Unfortunately, their fate now seems uncertain as all three are for sale.

These proud boats have given long and good service and as they have many years of useful life left, it is hoped they will find a good home.

P. Moultspiers, Scarborough, N. Yorks

...and a helping hand

My partner and I wish to express our profound gratitude for the service rendered by the Padstow Lifeboat last night (18 September 1995). We were bound for Padstow from Milford Haven when our steering gear failed when we were five miles north of the port. In view of the weather and the lee shore, I transmitted a Pan Pan call and although we had rigged our emergency steering gear, we were more than pleased to see the lifeboat coming up.

The operation of taking us in tow and placing us on a buoy was superbly handled and as an ex-professional seaman, I can only express my admiration for the seaman-like way in which it was done.

L.J. Hughes
Aboard yacht *Larus*, Padstow harbour

Dunkirk survivor?

I received *THE LIFEBOAT* from a friend - Volume 53 No. 530. I was in North Wales during the war and heard that my Uncle died serving in France. He was a reservist from World War I and assigned to the Army Pay Corps. He was last seen on a vessel at Dunkirk sent to rescue troops and probably it was hit by German planes.

We were extremely distressed at the time as he also did his service in World War I. His widow was my father's sister Katherine, he had one child. Perhaps a family involved with evacuation of troops at Dunkirk or fellow officers would be able to give a history of Paymaster Dudley Dawkins and if his ship was sunk. Of course it is just possible there were survivors.

Mrs N. Johnson (nee Burnes)
Suite 224, 2229 Maple Street, Vancouver, Canada V6J 3T5

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Booksheif

some recent publications reviewed

The History of the Rhyl Lifeboats

by Jeff Morris

published by the author at £2.50

This is the second edition of Jeff Morris's account of the lifeboats and services in this well-known North Wales resort.

As usual the author, who is the honorary archivist of the Lifeboat Enthusiasts Society, has produced an in-depth and up to date review of the town's lifeboats - covering the period well beyond the arrival of the new Mersey class in 1992 and actually covering the naming of the latest D class inshore lifeboat in September 1995. The review copy was received in November - and a book could hardly be more up-to-date!

Rhyl has had an interesting lifeboat history. Founded in 1851 by the Shipwrecked Fishermen and Mariners Benevolent Society its first lifeboat was a unique, American-built tubular vessel, constructed of corrugated and galvanised iron. At 27ft overall and almost flat-bottomed it is hardly surprising that this boat was not considered a huge success and she was replaced less than a year later with something much more conventional.

However when the RNLI took over at Rhyl in 1854 the station asked for a replacement, and so began a long history of tubular lifeboats - one of which was on station from

1856 to 1893, and another remarkably remaining on station for well over 40 years - between 1897 and 1939. One of Rhyl's other claims to fame is being involved in the first rescue from a hovercraft - a hazardous service in 1962 which earned the coxswain a silver medal and every crew member and the head launcher the Thanks on Vellum.

A fascinating and detailed account of the station which, as usual with books in this series, is essential reading for anyone with an interest in the station.

'The History of the Rhyl Lifeboats' can be obtained from the author, Jeff Morris, at 14 Medina Road, Coventry CV6 5JB at £2.50, including postage and packing.

Yachtsman's GPS Handbook

A Guide to the Global Positioning System of Satellite Navigation

by Colin Jones

published by Waterline at

£12.95

ISBN 1-85310-470-1

The advent of modern electronic navigation systems has revolutionised life at sea, and with the arrival of extremely compact, portable, and even dry-battery operated GPS receivers almost any vessel can now have access to navigational information which was in the realms of science fiction only a few years ago.

The ability to display a continuously up-dated position accurate to within yards is just one of the GPS system's party tricks, and in this compact but comprehensive volume Colin Jones explains how to make best use of today's receivers.

Detailed, although not over-technical, this is a book which needs concentration to make the best use of.

Fatal Call of the Running Tide

by Barry Cockcroft

published by Hodder and Stoughton at £14.99

ISBN 0-340-635-24-X

Barry Cockcroft, co-author of the Hannah Hauxwell series of books and a prolific TV producer and director, has succeeded in producing an extremely readable and involving account of the lives and activities of a good cross-section of lifeboat communities around the coasts.

From the West Country through Wales to Scotland, then down the East Coast, back along the Channel and across to Ireland the author has spoken to that breed of individuals who man the lifeboats today and those who went to sea aboard them in the past. He has heard their tales, felt their emotions and entered into their lives in a way which involves the reader.

Fatal Call of the Running Tide is a book which manages to remove itself almost totally from the mechanics of the job

Home from The Sea

The Story of Courtmacsherry Lifeboat 1825-1995

by Micheal Hurley

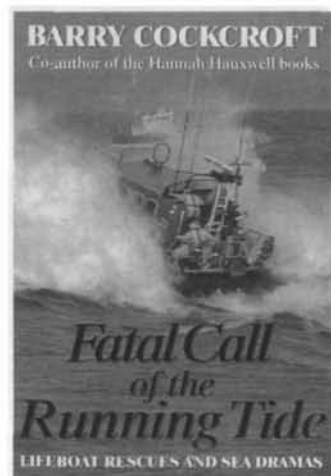
published by the author at £9.00

ISBN 0-9526007

Who better to write this detailed yet personal and affectionate account of Courtmacsherry's lifeboat station than the current mechanic Micheal Hurley?

Although the story itself begins with the arrival of the very first lifeboat at this south Co Cork station back in 1825 the book opens in 1915 - when the station was involved in a tragic service which still haunts the area, and the world. As the crew rowed the 12 miles out from this beautiful coast the liner *Lusitania* with almost 2,000 passenger on board was sinking, torpedoed by a German U-Boat. She went down in 18 minutes and only 764 survived.

Another service for which the Courtmacsherry boat will always be remembered also has a chapter to itself. In 1979



- you will search in vain for any technical detail on lifeboats - preferring instead to deal with what trendy marketing-speak would call 'human resources'. In plain English that is people - the men and women of the service, their strengths their humour and yes, even their weaknesses.

the yachts competing in the Royal Ocean Racing Club's race from Cowes around the Fastnet Rock and back to Plymouth found themselves caught up in a vicious low which swept in from the Atlantic.

The combination of wind and sea-state caused havoc, and 15 yachtmen died. Courtmacsherry lifeboat was at sea for more than 22 hours.

Well illustrated with some delightful period photographs (including a wonderful view of the excursion train arriving for the 1959 regatta!) the book brings to life the impact of the lifeboat station on a close-knit community.

'Home from the Sea' can be obtained from Micheal Hurley at The Lifeboat Inn, Courtmacsherry, Co Cork, Ireland for £9.00.

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).

PAST...AND...PRESENT

100 years ago

From The Life-Boat of 1896

In 1995 Dun Laoghaire received the first Trent class lifeboat in Ireland. The contrast between the sailing lifeboat involved in the 1895 Kingstown disaster recounted below and her 1995 high-tech cousin, could not be more extreme. The 100 years of experience – some bitter – leads to constant progress in the sophistication of lifeboats and equipment for their crews.

Terrible Life-Boat disaster at Kingstown

Fortunately and mercifully disasters resulting in the loss of a whole Life-Boat crew are very few and far between, but an accident of this character took place alas! at Kingstown on Christmas Eve, and was the worst which had befallen the service for nine years. Since the establishment of the Institution in 1824, there have only been three cases in which a whole crew has been lost, and one of these happened to a life-boat unconnected with the Institution.

At 10 am on the 24th December, the ship *Palme* of Finland, was observed dragging her anchors off Kingstown Harbour, while a strong gale was blowing from the ESE with a heavy sea. The Kingstown No.2 Life-boat, *Civil Service No.7*, proceeded to her assistance under sail, but when about 600 yards distant from the vessel, which went aground 1 1/2 miles NNW of Kingstown Harbour in 15 feet of water, where she was surrounded by a rough, short and confused sea, the Life-Boat capsized, remaining keel upwards and the whole of her crew of fifteen lost their lives. The Kingstown No.1 Life-boat, *Hannah Pickard*, put off soon after the other boat had left. She had only a crew of nine men on board, and accordingly she went to H.M.S. *Melampus*, and obtained six volunteers to complete, intending then to join a steam-tug, which had got under way for the purpose of towing her. The tug however, finally declined to go out and the Life-boat therefore went alone under sail; she behaved well, but as she neared the vessel the large Life-boat was found capsized. This boat also capsized while under sail but righted immediately and all but three of the crew regained her; these three, of whom only one was really separated from the boat, were promptly got on board; she was repeatedly filled by the curling seas, from which she freed herself at once, but having lost her mizzen and some of the oars, and finding they could not make the wreck on account of their leeward position, the crew returned to the land, which was reached after a severe struggle, the boat being considerably damaged in landing on a rocky shore. The Life-boat *Aaron Stark Symes*, stationed at Poolbeg, also went out but was unable to reach the vessel.

On the following morning Mr. Basil Hall, the Institution's Inspector of Life-Boats in Ireland, went out in a steam-tug with the Poolbeg Life-Boat in tow, but after encountering several heavy seas, which half-filled the stokehold, was compelled to slip the Life-Boat and turn back. The boat attempted to proceed alone, but was unable to do so, and eventually running back was re-taken in tow, and returned to Poolbeg. The s.s. *Tearaght*, belonging to the Commissioners of Irish Lights, also attempted to reach the vessel from Kingstown Harbour, but was compelled to put back.

Today's lifeboatmen

Michael Bowden, full-time coxswain of the Appledore lifeboat, first joined the station in 1971 as a crew member of the all-weather lifeboat. Michael became an inshore lifeboat crew member in 1973, served as helmsman on the station's Atlantic 21 lifeboat and held various mechanic posts until he was appointed Coxswain in 1994.



In 1991 he was awarded the RNLI's Long Service Badge and later received a Bronze medal in 1994 for exhibiting excellent seamanship when the Appledore lifeboat, *George Gibson* and crew went to the aid of a fishing vessel on 31 March 1994. The casualty, *Torridge Warrior* had lost power from one engine, near Appledore's infamous Bar in terrible sea conditions. Coxswain Bowden took the lifeboat on the quickest passage through the surf, the worst experienced in 30 years, to reach the casualty that was taking on water and had injured crew aboard. Despite horrendous conditions on an inhospitable coast with shelter only available at certain states of the tide, Appledore lifeboat together with the lifeboat from Ilfracombe managed to get the stricken vessel to safety some eight hours later.

Facts and Figures

Provisional statistics as at 5 November 1995 show that so far during 1995:

- The RNLI's lifeboats were launched 4,770 times (an average of more than 15 launches a day)
- 1,089 lives were saved (an average of more than 3 a day)
- Some 3% of all services carried out by lifeboats were in winds of Force 8 and above
- Some 54% of all services were to sail, power and manual pleasure craft)
- There are 288 lifeboats on station
- To 5 November 1995, 127,932 lives have been saved since the RNLI was founded in 1824.

Costs

The cost of running the RNLI in 1995 was £62m.

The approximate current cost of building a lifeboat is:

16ft D class inflatable	-	£11,275
7.5m Atlantic rigid inflatable	-	£64,350
14m Trent	-	£1,145,000
17m Severn	-	£1,495,000

High Seas

Lifeboat stations from the air...



The gaunt outline of Barrow's slipway and the functional boathouse for the station's Tyne and D class lifeboats dominates the seaward side of Roa Island.

The aircraft is almost over Peel Island, to which a ferry runs from the public slip to the left of the lifeboat station.

The station has the longest slipway in use by the RNLI at some 440ft, and is seen here at virtually low water.

Main photo (left) Ref 639923/LB1

Close-up (below) Ref 639932/LB1

Also available: Ref 639926/LB1, as Main Photo but closer; Ref 639934/LB1, similar but more distant



Barrow, Cumbria – North Division



(left) St Ives harbour nestles in the shelter of St Ives Head, known locally as 'The Island', protected from westerly winds but open to the sea from the north to the south. The lifeboat station (right) is a small pier on the shoreward side of the harbour, with houses to the north, Mersey, tractor and carriage works to the east and the C class lifeboat.

Despite appearances the lifeboat house is quite new, being completed in 1994 with granite facing to the walls and a slate roof to match existing buildings.

Main Photo (left) Ref 649229/LB1; Close-up (right) Ref. 649233/LB1

Also available Ref 649227/LB1, distant view from south; Ref 649233/LB1, slightly closer view of boathouse

St Ives, Cornwall – South Division



A new book of aerial photographs of the coast is due to be published in 1996, which will include some of the Institution's lifeboat stations. One of the spin-offs of the project has been that the RNLI has obtained up-to-date aerial photographs of most of its stations at extremely competitive prices. Some two-thirds have already been covered with the remainder to follow when the weather permits. We plan to publish at least one an issue in the future, starting here with four stations which reflect the wide range of situations, character and style of lifeboat houses.

The delightful harbour at Islay, with the afloat Thames class lifeboat lying in her sheltered inlet. The ferry to Jura is at the ramp behind her. The boathouse here is at present being rebuilt to provide better facilities for the crew. Ref 651336/LB1.

y, Strathclyde Scotland Division



The simple, almost stark lines of the the boathouse for the carriage-launched Mersey at Dungeness echo the emptiness of the low-lying shingle peninsula on which it stands. To the south the nuclear power station forms an unmistakable man-made landmark.

*Main photo (left) Ref 646970/LB1;
Close-up (below) Ref 646963/LB1.*

Also available: Ref 646969/LB1, distant view from the south; Ref 646964/LB1, lifeboat house, slightly more distant than below



Dungeness, Kent – East Division



The photographer, Hunting Aerofilms, is offering copies of these photographs to readers of THE LIFEBOAT at well below normal rates – and is also making a donation of 25% of the price of each print to the RNLI.

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LIFEBOAT SERVICES

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54ft Arun ON1050: Jun 13, Jul 7, 18, 27 and 28

Relief D class: Jun 13, Jul 18, 28 and 31

Abersoch, Gwynedd

Atlantic 21: Jun 25, Jul 4, 5 (twice), 9 and 10

Aldeburgh, Suffolk

12m Mersey ON 1193: Jul 26 and 30

D class: Jul 30 (twice)

Alderney, Channel Islands

Relief 14m Trent ON 1180: Jun 3, 19 (twice), 21, 29, Jul 1, 13 (twice) and 15

14m Trent ON 1199: Jul 24 (twice) and 30

Amble, Northumberland

44ft Waveney ON 1004: Jun 7

D class: Jun 5

Angle, Dyfed

47ft Tyne ON 1114: Jun 24, Jul 1 (twice), 7, 13, 17 (three times), 19, 26 and 29

D class: Jul 1 and 28

Anstruther, Fife

12m Mersey ON 1174: Jun 17, 18, Jul 18 (three times) and 30 (twice)

Appledore, North Devon

47ft Tyne ON 1140: Jun 29, Jul 13, 18 and 30

Atlantic 21: Jun 11, Jul 13, 22, 25 and 30

Aran Islands, Co Galway

52ft Arun ON 1118: Jun 9, 13, 19 (twice), 29, Jul 12, 19, 20 and 21

Arbroath, Tayside

12m Mersey ON 1194: Jun 27, Jul 19 and 30

D class: Jun 4

Relief D class: Jul 7 and 18

Arran (Lamlash), Strathclyde

C class: Jun 9, 10, Jul 9 and 17

Relief C class: Jul 29

Arranmore, Co Donegal

47ft Tyne ON 1111: Jun 2, 8 and Jul 4

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

Atlantic 21: Jun 22, 23, 25 and Jul 20

Ballycotton, Co Cork

52ft Arun ON 1067: Jun 7

(twice), Jul 2 (four times), 4, 10 and 13

Relief 52ft Arun ON 1077: Jul 20

Ballyglass, Co Mayo

52ft Arun ON 1159: Jun 3, 14, 26, Jul 2 and 5

Baltimore, Co Cork

Relief 47ft Tyne ON 1142: Jun 14, 18 and 26

Bangor, Co Down

Relief Atlantic 21: Jun 1 and 4

Atlantic 21: Jun 12, 25, 29 and Jul 23 (four times)

Barmouth, Gwynedd

12m Mersey ON 1185: Jun 26

(twice), Jul 22 and 31

Relief D class: Jun 16, 17, 26

(twice), 27 (twice), Jul 1 (twice), 9, 22 (twice) and 30

Barra Island, Western Isles

52ft Arun ON 1143: Jun 3, 8 and Jul 17 (three times)

Barrow, Cumbria

Relief 47ft Tyne ON 1115: Jun 4, Jul 3 and 29

Relief D class: Jul 29

Barry Dock, South Glamorgan

Relief 52ft Arun ON 1086: Jun 11, 18, 23 (twice), Jul 1, 4, 6 and 9

52ft Arun ON 1018: Jul 23 (twice)

Beaumaris, Gwynedd

Atlantic 21: Jun 10, 12, 15, 20, 25, 27, Jul 1, 2, 20 and 22

Bembridge, Isle of Wight

Relief 47ft Tyne ON 1122: Jun 15, 17, 22, 24, Jul 18 and 23

D class: Jul 6, 18 and 25

Berwick-upon-Tweed, Northumberland

12m Mersey ON 1191: Jul 13

Relief D class: Jun 18

Blackpool, Lancashire

D class: Jun 22 (twice), 27

(twice), 28 (three times), 29

(twice), 30 (twice), Jul 1 (twice), 12, 13 (four times), 15 (twice), 29

(five times) and 30 (twice)

Blyth, Northumberland

D class: Jun 22 and Jul 22 (twice)

Borth, Dyfed

D class: Jun 4, 22, Jul 2 (twice), 9 (twice), 18 and 29

Bridlington, Humberside

Relief 12m Mersey ON 1169: Jun 23, Jul 11, 12 and 18

D class: Jun 2, 11, 24, 25, 30, Jul 6, 7, 8, 9, 12, 16, 22, 23, 26, 30 and 31

Brighton, East Sussex

Atlantic 21: Jun 3, 4 (twice), 7, 19, 23, 26 (twice), Jul 1 (twice), 2,

6, 8 (five times), 9, 10, 16 (three times) 23 and 30

Buckie, Grampian

Relief 52ft Arun ON 1062: Jun 5, 9, 25 (twice) and Jul 6

Bude, Cornwall

D Class: Jun 12, 25, Jul 7, 9, 15, 19 and 27 (twice)

Bundoran, Co Mayo

Atlantic 75: Jun 14, 17 (twice), Jul 12, 17, 21, 30 and 31

Burry Port, Dyfed

D class: Jun 7, 15, 30, Jul 7 and 13

Calshot, Hampshire

33ft Brede ON 1104: Jun 10, 15 (twice), Jul 13, 16, 18 and 31

Campbeltown, Strathclyde

52ft Arun ON 1059: Jun 17, 23, 27, Jul 10, 11, 21 and 26

D class: Jul 26

Cardigan, Dyfed

C class: Jun 2, 7, Jul 8, 14, 16

(twice), 17, 21 and 26

Clacton-on-Sea, Essex

Relief Atlantic 21: Jun 4

Atlantic 21: Jul 2 and 10 (twice)

Cleethorpes, Humberside

D class: Jun 29, Jul 23, 29 and 30

Clifden, Co Galway

Relief C class: Jun 7, Jul 2 and 13

Clogher Head, Co Louth

12m Mersey ON 1190: Jul 1 and 17

Conwy, Gwynedd

D class: Jun 14, 19, 25 and Jul 29

Criccieth, Gwynedd

Relief Atlantic 75: Jun 10, 18

(twice), Jul 1, 2 (twice), 14 and 31

Cromer, Norfolk

47ft Tyne ON 1097: Jun 27, Jul 5 and 30

D class: Jun 24, Jul 24 and 31

(twice)

Cullercoats, Tyne and Wear

Atlantic 21: Jun 4, 21, Jul 2

(twice), 14, 16, 22 and 29

Donaghadee, Co Down

52ft Arun ON 1107: Jun 12, 18 and 26

Douglas, Isle of Man

47ft Tyne ON 1147: Jul 10

Dover, Kent

50ft Thames ON 1031: Jun 3, 11, 17, 29, Jul 12, 13, 16 (twice), 18,

25 (twice) and 31

Dun Laoghaire, Dublin

44ft Waveney ON 1036: Jun 24 and 29

14m Trent ON 1200: Jul 10, 12 (twice), 23, 24 (twice) and 29

D class: Jun 19, 26, Jul 9, 12

(twice) and 23

Dunbar, Lothian

44ft Waveney ON 1034: Jun 25

Relief 44ft Waveney ON 1006: Jul 17 and 25

Relief D class: 4 Jun and 25

(twice)

D class: Jul 19 and 25

Dungeness, Kent

12m Mersey ON 1186: Jun 15, 24, 27, Jul 18, 23 and 30

Dunmore East, Co Waterford

44ft Waveney ON 1035: Jun 5, Jul 14, 16, 19, 20 and 23

12m Mersey ON 1195: Jun 7, 16, 18 (twice), 24, 26, 29, 30, Jul 2, 13,

16 (three times), 23, 25 (three

times) and 30 (twice)

Relief 12m Mersey ON 1184: Jul 28

D class: Jun 10, 18 (twice), Jul 1, 10, 13, 16 (three times), 25

(twice) and 29

Exmouth, South Devon

Relief 44ft Waveney 44-001: Jun 9, 12, Jul 16, 23 and 25

Relief D class: Jun 7, 8, 9 (twice), 15 (twice), 25, 29, 30, Jul 13, 15

(three times), 16 (twice), 17, 22,

23 (twice), 24 (three times), 25 (seven times), 28 and 30 (twice)

Eyemouth, Borders

44ft Waveney ON 1026: Jun 15 (twice)

Relief 44ft Waveney ON 1001: Jun 24, Jul 1, 11 and 19

Falmouth, Cornwall

Relief 52ft Arun ON 1160: Jul 2

52ft Arun ON 1058: Jul 7, 16 and 27

Atlantic 21: Jun 3, 5, 9, 15, Jul 3, 7, 12, 25 and 27 (twice)

Fenit, Co Kerry

52ft Arun ON 1081: Jun 2, 16, 22, 30, Jul 19 (three times), 20, 22, 24,

30 and 31

Filey, North Yorkshire

12m Mersey ON 1170: Jul 30

D class: Jun 4, 9, 23, Jul 9, 16, 19, 24, 30 and 31

Fishguard, Dyfed

14m Trent ON 1198: Jun 1, 10, 14, 29 and Jul 1

Relief D class: Jun 9, 10, 18 and 28

Flamborough, Humberside

Atlantic 75: Jun 21, 26, Jul 2, 13, 16, 19, 22 (twice) and 23

Fleetwood, Lancashire

47ft Tyne ON 1156: Jul 8, 11, 14, 15, 26, 28 and 29

D class: Jul 8 (twice), 13, 14, 18 (twice), 23, 28 (twice) and 29

(twice)

Fowey, Cornwall

Relief 44ft Waveney ON 1003: Jun 4, 15, 28, 29, Jul 2, 16, 29 and 30

Fraserburgh, Grampian

47ft Tyne ON 1109: Jun 19, 30, Jul 1, 24 (twice) and 27

12m Mersey ON 1196: Jun 9, 14 and 15

Relief 12m Mersey ON 1178: Jun 25

Great Yarmouth and Gorleston, Norfolk

Relief 44ft Waveney ON 1002: Jun 29, Jul 3, 4, 15, 23, 26, 28 (twice)

and 30 (twice)

Atlantic 21: Jun 19, 23, Jul 10, 18, 23 and 30 (four times)

Happisburgh, Norfolk

D class: Jul 10, 17 and 30

Hartlepool, Cleveland

44ft Waveney ON 1044: Jun 21, 23, Jul 8, 9, 11, 16, 18, 23 and 27

Atlantic 21: Jun 1

Relief Atlantic 21: Jun 6, 21

(twice), Jul 9, 18, 19 (twice), 20, 23 and 28

Harwich, Essex

44ft Waveney ON 1060: Jul 10

Atlantic 21: Jun 1, 5, 10, 11, 16, 19, 26, 30, Jul 2 (twice), 5, 15

(twice), 22, 25 (twice) and 30

Hastings, East Sussex

12m Mersey ON 1125: Jul 2, 3, 9 (twice), 19 and 25

June and July 1995

- D class:* Jun 9, 11, 16, 18, 28 (twice), 30, Jul 8 (twice), 13, 14, 19 and 21 (twice)
- Hayling Island**, Hampshire
Relief Atlantic 21: Jun 1, 11 and 17 (twice)
Atlantic 21: Jun 24 (twice), 28, 29, Jul 9, 12 (three times) and 17
D class: Jun 11, 17, 24 (twice), 28, Jul 1 (three times), 9, 15, 17, 22, 24, 25, 28 and 30
- Helensburgh**, Strathclyde
Atlantic 21: Jun 1, 5, 24, 29, Jul 2, 5, 9, 19, 23 (twice), 26 (twice), 27 and 30
- Holyhead**, Gwynedd
47ft Tyne ON 1095: Jun 4, 18, 29, Jul 7, 15, 16 and 27
D class: Jun 4, 18, Jul 1, 5, 7 and 15 (three times)
- Horton and Port Eynon**, West Glamorgan
D class: Jun 1, 18, 28, Jul 15 (twice), 20 and 22
- Howth**, Co Dublin
52ft Arun ON 1113: Jun 15, Jul 14, 16 (twice), 28 (twice) and 30
D class: Jun 1, 5, 9, 14, Jul 1, 12, 16 (three times), 18, 26 and 30
- Hoylake**, Merseyside
12m Mersey ON 1163: Jun 26
- Humber**, Humberside
52ft Arun ON 1123: Jun 9 (three times), Jul 3, 11 (twice), 12 (twice), 15, 16, 28 and 30
- Hunstanton**, Norfolk
Atlantic 21: Jun 24, Jul 1, 7, 15, 24 (twice), 29 and 30
- Ilfracombe**, North Devon
12m Mersey ON 1165: Jun 3, 28, 29, Jul 1 (three times), 16 and 20
Relief D class: Jun 3 (twice), 11 (twice), 14, 28, 29, Jul 9 (twice), 15, 22 and 24
- Invergordon**, Highland
44ft Waveney ON 1033: Jun 19
- Islay**, Strathclyde
50ft Thames ON 1032: Jul 17 and 28
Relief 52ft Arun ON 1077: Jun 15
- Kilkeel**, Co. Down
Atlantic 21: Jun 24, 25, Jul 1, 19, 20 and 27
- Kilmore Quay**, Co Wexford
12m Mersey ON 1187: Jul 31
- Kinghorn**, Fife
Relief Atlantic 21: Jul 17 (twice), 18 and 29
Relief C class: Jun 9, 11 (twice) and Jul 17
- Kippford**, Dumfries and Galloway
D class: Jun 23, Jul 18 and 26
- Kirkcudbright**, Dumfries and Galloway
Relief Atlantic 21: Jun 1, 25, Jul 9 and 14
- Kirkwall**, Orkney
52ft Arun ON 1135: Jun 22
- Kyle of Lochalsh**, Ross-shire
- Atlantic 21:* Jul 18
- Largs**, Strathclyde
Atlantic 21: Jun 9 (twice), 11, 15, 23, 25 (twice), Jul 2 (twice), 9, 25, 26 (twice) and 30
- Larne**, Co Antrim
D class: Jun 8, 19, Jul 2, 19 and 29 (twice)
- Lerwick**, Shetland
Relief 52ft Arun ON 1103: Jun 20, 28, Jul 2, 8, 12, 14 and 31
- Little & Broad Haven**, Dyfed
D class: Jun 7, 11, 22, 23, 26, Jul 7, 16 (twice), 24 and 25 (three times)
- Littlehampton**, West Sussex
Atlantic 21: Jun 2, 4, 7, 23 (twice), 27, 30, Jul 1, 8, 15, 20, 24 and 25 (twice)
- The Lizard**, Cornwall
47ft Tyne ON 1145: Jun 10, 17, 19, 22, 23, 27 and Jul 26
Relief 12m Mersey ON 1162: Jul 26 and 27
- Llandudno (Orme's Head)**, Gwynedd
12m Mersey ON 1164: Jul 1 (twice) and 8
D class: Jun 1
Relief D class: Jun 15, 17, 18 and 23
- Lowestoft**, Suffolk
47ft Tyne ON 1132: Jun 21, Jul 13, 23, 26 and 30
- Lyme Regis**, Dorset
Atlantic 21: Jun 3, 4 (twice), 7, 11, 12, 13, 24, 27, 28, Jul 8 (three times), 14, 21 (twice), 23, 24, 27 (three times), 30 and 31
- Lymington**, Hampshire
Atlantic 21: Jun 1, 3, 10 (twice), 17, Jul 1 and 15 (twice)
- Lytham St Annes**, Lancashire
47ft Tyne ON 1155: Jun 9, 22 and Jul 23
D class: Jun 9 (twice), 12, 22, Jul 9 (three times), 11, 13 and 14
- Mablethorpe**, Lincolnshire
D class: Jul 20 (twice), 23 (three times) and 29
- Macduff**, Grampian
Atlantic 21: Jun 9, 12, 19, 25, 27, Jul 11, 28, 29 and 31
- Mallaig**, Highland
52ft Arun ON 1078: Jun 11, Jul 5 (twice), 18, 20 and 22
- Marazion**, Cornwall
D class: Jun 11, Jul 12 and 25
- Margate**, Kent
12m Mersey ON 1177: Jun 13, 24, Jul 1, 2 and 5
D class: Jun 4, 8, 11, 30, Jul 2 (twice), 3, 6, 8, 13, 20 and 26 (twice)
- Minehead**, Somerset
Atlantic 75: Jul 1, 12, 28 and 29
- Moelfre**, Gwynedd
47ft Tyne ON 1116: Jun 10 (twice), Jul 1 (twice), 2, 9, 14, 15 (twice) and 16
- D class:* Jun 10, 24, Jul 2, 15 (three times), 17 (twice), 18, 19, 24, 30 and 31
- Montrose**, Tayside
47ft Tyne ON 1152: Jun 3 and 5
Relief 47ft Tyne ON 1133: Jun 27, Jul 9, 10 and 18
Relief D class: Jun 3 and Jul 10
- Morecambe**, Lancashire
D class: Jun 9, 19, 22, Jul 2 and 19
- Mudford**, Dorset
Atlantic 21: Jun 4, 9 (twice), 10 (twice), 15, 16, 19, 20, 25, 29, Jul 9 (twice), 14, 16, 20, 21, 25 (twice), 27, 28 and 30 (twice)
- The Mumbles**, West Glamorgan
47ft Tyne ON 1096: Jun 1, 7, 12, 14, 20, 26, 29, Jul 1 (three times) and 9
D class: Jun 6, Jul 3, 9, 16 (twice), 27, 29 and 30
- New Brighton**, Merseyside
Atlantic 21: Jun 4 (twice), 10 (twice), 15, 24, 25, 26 (twice), 27, 29, 30, Jul 2, 4, 8, 9, 12, 14, 16, 25, 27 and 30
- Newcastle**, Co Down
12m Mersey ON 1188: Jun 24 and 28
D class: Jun 13, 24 (twice) and Jul 30
- Newhaven**, East Sussex
52ft Arun ON 1106: Jun 1, 7, 28, Jul 23 (twice) and 25
- Newquay**, Cornwall
Relief Atlantic 21: Jun 1, Jul 5 and 31
Relief D class: Jul 2, 3, 12, 13, 24, 25 and 31
- New Quay**, Dyfed
12m Mersey ON 1172: Jun 24 and Jul 24
D class: Jun 8, 22, Jul 17 and 26
- North Berwick**, Lothian
D class: Jun 11 (twice), 27, Jul 1, 8, 16 (twice) and 29
- North Kessock**, Invernesshire
D class: Jun 15, 17 and Jul 13
- North Sunderland**, Northumberland
Relief 12m Mersey ON 1184: Jun 3, 24, 29, Jul 10 and 15
Relief D class: Jun 24, Jul 2, 10 (twice) and 15
- Oban**, Strathclyde
Relief 33ft Brede ON 1101: Jun 5, 8, 11, 15, 17, 18, 26, 28, Jul 1, 5 (twice), 7 (twice) and 16
33ft Brede ON 1102: Jul 18, 21, 23 and 27
- Padstow**, Cornwall
47ft Tyne ON 1094: Jun 2, 16, 21 and Jul 14
- Peel**, Isle of Man
12m Mersey ON 1181: Jun 1, 4, 6, 12 (twice), Jul 5 and 12 (twice)
- Penarth**, South Glamorgan
D class: Jun 2, 13, 15 and 23
Relief D class: Jul 6, 9, 16 and 25
- Penlee**, Cornwall
52ft Arun ON 1085: Jul 25 and 26
- Peterhead**, Grampian
47ft Tyne ON 1127: Jun 15, 29 and Jul 23
- Plymouth**, South Devon
52ft Arun On 1136: Jun 7, 9, 10, 11, 17 (three times), 22, Jul 9 (twice), 22 and 26
- Poole**, Dorset
33ft Brede ON 1089: Jun 1, 3, 5, 9, 15, 16 (three times), 20, 24 (twice), 27 (twice), Jul 6, 18 (twice), 19, 22 (twice), 28 and 30 (twice)
Atlantic 75: Jun 1, 3 (twice), 5, 9, 14 (twice), 15, 20, 21, 22, 24 (three times), 26, 29, Jul 8, 9, 12, 15, 18 (twice), 19 (twice), 21 (twice), 22, 24, 26 (twice), 28 and 30
D class: Jul 21
- Portaferry**, Co Down
Atlantic 75: Jul 28
- Port Erin**, Isle of Man
Relief Atlantic 21: Jun 17, Jul 13, 28 and 30
- Porthcawl**, Mid Glamorgan
Relief D class: Jun 14, 17, 18, 23, 27, 28, Jul 9 (twice), 23, 24, 25 and 27
- Porthdinllaen**, Gwynedd
47ft Tyne ON 1120: Jun 14, 29 and Jul 2
- Port Isaac**, Cornwall
D class: Jun 1, 5, 16, 23, 24, Jul 8, 15 (twice), 26 and 31
- Portpatrick**, Dumfries and Galloway
47ft Tyne ON 1151: Jun 1 and 25
- Portree**, Isle of Skye
44ft Waveney ON 1042: Jun 1 (twice), 3, 29 and Jul 27
- Portrush**, Co Antrim
52ft Arun ON 1070: Jun 18, 25, Jul 1, 14, 21, 23, 30 and 31
D class: Jun 13, 23 (twice), 25, Jul 1, 8 (twice), 9, 10 (twice), 13 (twice), 16, 21, 25, 27, 30 and 31 (three times)
- Portsmouth** (Langstone Harbour), Hampshire
Atlantic 21: Jun 4 (twice), 11 (twice), 13, 17, 23, Jul 8, 13, 16 (twice), 25 (twice) and 27
D class: Jun 11 and 23
Relief D class: Jun 22, 26 and 30
- Port St Mary**, Isle of Man
54ft Arun ON 1051: Jun 9, 13, 15, Jul 12 and 13
D class: Jun 9
- Port Talbot**, West Glamorgan
D class: Jun 2, 13 and 23
- Pwllheli**, Gwynedd
12m Mersey ON 1168: Jul 14
D class: Jun 20 and 28
- Queensferry**, Lothian
Relief Atlantic 21: Jun 5 (twice), 7, 18, 25 (twice), 28 (twice), 29,

Continued overleaf

Lifeboat Services

June and July 1995 Continued

Jul 8, 12, 15, 16, 18 (twice), 21, 26 (twice) and 27

Ramsey, Isle of Man

Relief 12m Mersey ON 1178: Jun 1

12m Mersey ON 1171: Jul 1

Ramsgate, Kent

Relief 47ft Tyne ON 1154: Jul 1 and 9

Atlantic 21: Jun 1, 2, 4 and Jul 2

Red Bay, Co Antrim

C class: Jun 20, Jul 11 and 13

Redcar, Cleveland

Atlantic 21: Jun 4, 6, 11 and 18

D class: Jun 6 and Jul 23

Rhyl, Clwyd

Relief 12m Mersey ON 1192: Jul 13

12m Mersey ON 1183: Jul 27 and 31

D class: Jul 9, 19 and 24

Relief D class: Jul 31

Rock, Cornwall

Relief D class: Jun 1, 9, 13 (twice), 24, 30, Jul 9, 12, 13, 18 and 25

Rosslare Harbour, Co Wexford

52ft Arun ON 1092: Jun 19 and Jul 31

Rye Harbour, East Sussex

C class: Jun 10, 19, Jul 1, 7, 9 (four times), 10, 11, 20, 25 and 31

St Abbs, Borders

Atlantic 21: Jul 10

St Agnes, Cornwall

D class: Jun 3, 25 and Jul 28 (three times)

St Bees, Cumbria

Atlantic 21: Jun 27 (twice), Jul 2 (three times), 15, 25, 27 and 29

St Catherine, Channel Islands

Atlantic 21: Jun 1, 8, 12, 15, 29, Jul 1, 13 and 17

St Davids, Dyfed

47ft Tyne ON 1139: Jun 27, 29, Jul 2, 8, 14, 17, 18 and 20

St Helier, Channel Islands

47ft Tyne ON 1157: Jun 3, 4, 12, 15, 23, Jul 13, 14, 15, 24, 28, 29 (twice) and 31

St Ives, Cornwall

Relief 12m Mersey ON 1189: Jun 11

C class: Jun 6, 11 and Jul 19

St Mary's, Isles of Scilly

52ft Arun ON 1073: Jul 9 and 24

St Peter Port, Channel Islands

Relief 52ft Arun ON 1108: Jun 10, 30, Jul 4, 16, 18 and 19

Salcombe, South Devon

47ft Tyne ON 1130: Jun 9 (twice), 16, Jul 1, 16, 23, 25 (twice) and 28

Scarborough, North Yorkshire

12m Mersey ON 1175: Jul 12 and 27

D class: Jun 17 and Jul 12

Selsey, West Sussex

47ft Tyne ON 1074: Jul 3, 9 (twice), 17, 18 and 19

Relief D class: Jun 3, 24, Jul 6, 9 (twice), 12 and 23

Sennen Cove, Cornwall

Relief 12m Mersey ON 1148: Jun 26

Sheerness, Kent

44ft Waveney ON 1027: Jun 17, 24, Jul 8, 9, 14, 15, 16 and 30

D class: Jun 17 (twice), Jul 12, 15 (twice), 16 and 19

Relief D class: Jul 30

Sheringham, Norfolk

Atlantic 75: Jul 26 and 31

Shoreham Harbour, West

Sussex

D class: Jun 11, 23 and 26

Silloth, Cumbria

Atlantic 21: Jun 11 and 12

Atlantic 75: Jul 27

Skegness, Lincolnshire

12m Mersey ON 1166: Jul 11, 16 and 23

D class: Jun 18, 30 (twice), Jul 4 (twice), 7 (twice), 15, 16, 23 and 24

Skerries, Co Dublin

D class: Jul 29

Southend-on-Sea, Essex

Atlantic 21: Jun 3 (twice), 17, 24, 25, 29, Jul 1, 5, 8, 9 (six times), 14 and 15

D class: Jun 7, 21, 24, 25 (three times), 27, Jul 2, 8 (twice), 9 (five times), 10 and 15

Southwold, Suffolk

Atlantic 21: Jun 2, Jul 25, 27 and 30

Staithes and Runswick, North

Yorkshire

Atlantic 21: Jul 25 and 29 (twice)

Stornoway, (Lewis), Western

Isles

52ft Arun ON 1098: Jun 3, 12, 24, Jul 6, 10 and 13

Stranraer, Dumfries and

Galloway

D class: Jun 16, 27, Jul 3, 15 and 27

Stromness, Orkney

52ft Arun ON 1099: Jun 17, 28, Jul 6, 8, 9 and 24

Sunderland, Tyne and Wear

44ft Waveney ON 1043: Jun 9, 16, 26, Jul 2, 16, 18 and 28

D class: Jun 9, 26, Jul 6, 18 and 20

Swanage, Dorset

12m Mersey ON 1182: Jun 3, 11, 21, 24 (twice), 30, Jul 6, 8, 9, 10, 11, 15 and 24

D class: Jun 3, 4, 11, 19, 22, 24, Jul 4, 8, 9, 11, 15 (three times), 16, 22, 23, 24, 25 (twice), 26 and 30 (twice)

Teesmouth, Cleveland

47ft Tyne ON 1110: Jun 18, Jul 23 (twice), 25, 28 (twice) and 29 (twice)

Teignmouth, Devon

Atlantic 21: Jun 4, 7, 11, 14, Jul 5, 14, 25 and 26

Tenby, Dyfed

47ft Tyne ON 1112: Jun 21, Jul 1 (twice), 2, 13 (twice), 14, 17, 21 and 31

D class: Jun 4, 25, Jul 2, 14, 16 (twice) and 29

Thurso, Highland

52ft Arun ON 1149: Jul 19, 20 and 21

Tighnabruaich, Strathclyde C

class: Jun 26 (twice), Jul 10 and 16

Tobermory, Strathclyde

Relief 52ft Arun ON 1071: Jun 9, 11 (four times), 15, 16, Jul 7, 8, 19, 20 and 22

Torbay, South Devon

52ft Arun ON 1076: Jun 9

(twice), 12, 20, 23 and Jul 1

Relief 52ft Arun ON 1160: Jul 11, 20, 24, 25 and 26

D class: Jun 9, 10, 16, 19, 23, 25, 27, Jul 15, 20 (twice), 26 and 31

Tramore, Co Waterford

D class: Jun 27 and 30

Trearddur Bay, Gwynedd

D class: Jun 1, 2, 4, 10, 11, 22, 24, 25, Jul 1 and 15

Troon, Strathclyde

52ft Arun ON 1134: Jun 15, 28, 29 (twice), 30, Jul 10 and 29

(twice)

Tynemouth, Tyne and Wear

52ft Arun ON 1061: Jun 29 and Jul 8

D class: Jun 29

Walmer, Kent

Atlantic 21: Jun 16, Jul 18 and 25

D class: Jul 16, 24 and 25

Walton and Frinton, Essex

47ft Tyne ON 1075: Jun 23

(twice), 28, Jul 4, 9 and 12

Wells, Norfolk

12m Mersey ON 1161: Jun 23 and Jul 17

D class: Jun 23, Jul 9 and 16 (twice)

West Kirby, Merseyside

D class: Jun 10, 30, Jul 6, 20 and 30

West Mersea, Essex

Atlantic 21: Jun 14, 15, 17, 23, 25 and 26 (twice)

Relief Atlantic 21: Jun 27, 28, Jul

1 (twice), 2, 5, 7, 8, 14, 23, 25, 29 (twice) and 30 (twice)

Weston-super-Mare, Avon

Atlantic 21: Jun 6, 11, 18, 23, 26, 30, Jul 1, 12, 13, 14, 18 and 27

Relief D class: Jun 4 (twice), 11, 13, 23, 26, Jul 1, 12, 13, 14, 16, 25 and 27

Weymouth, Dorset

54ft Arun ON 1049: Jun 8, 18, 23, Jul 9, 13 (twice), 14, 23, 25

Relief Atlantic 21: Jul 9, 16, 24

and 27 (three times)

Whitby, North Yorkshire

47ft Tyne ON 1131: Jun 2, 17, 24, 30, Jul 5, 20, 22, 23, 25 and 29

(twice)

D class: Jun 30 and Jul 18

Whitstable, Kent

Atlantic 21: Jun 7, 17, 24, 28, 30, Jul 1, 4, 14, 15, 18 (twice), 21

(three times), 22, 23 (twice), 30 and 31

Wick, Highland

47ft Tyne ON 1121: Jul 29

Wicklow, Co Wicklow

47ft Tyne ON 1153: Jun 29, Jul 1, 10 and 29

Relief D class: Jun 27 and Jul 10

Withernsea, Humberside

D class: Jun 20 and Jul 6

Yarmouth, Isle of Wight

52ft Arun ON 1053: Jun 2, 3 (twice), 6, 7 (twice), 10 (three times), 15, 17, 21, 29, Jul 14, 18, 27 and 29

Youghal, Co Cork

Atlantic 21: Jun 15, 18, Jul 3 and 20

Lifeboat Services

The services listed here are those for which returns had been received at Headquarters by 31 October 1995. There may be some other services for which returns had not been received by that date.

Getting the Bird!

Joe Murray of the Ballyglass lifeboat station in Co Mayo recently found himself on a 'service' with a difference – returning a large gannet to its natural surroundings!

The bird, which had a 5ft wingspan, had been found in a field, exhausted and distressed, and taken into the care of the local Westport Society for the Prevention of Cruelty to Animals.

After a few days living in one of the society members' showers and tucking into large quantities of mackerel it was deemed healthy enough to return to the wild, and Harry Rock of the Westport society made several unsuccessful attempts to persuade the big bird to stay in its natural habitat.

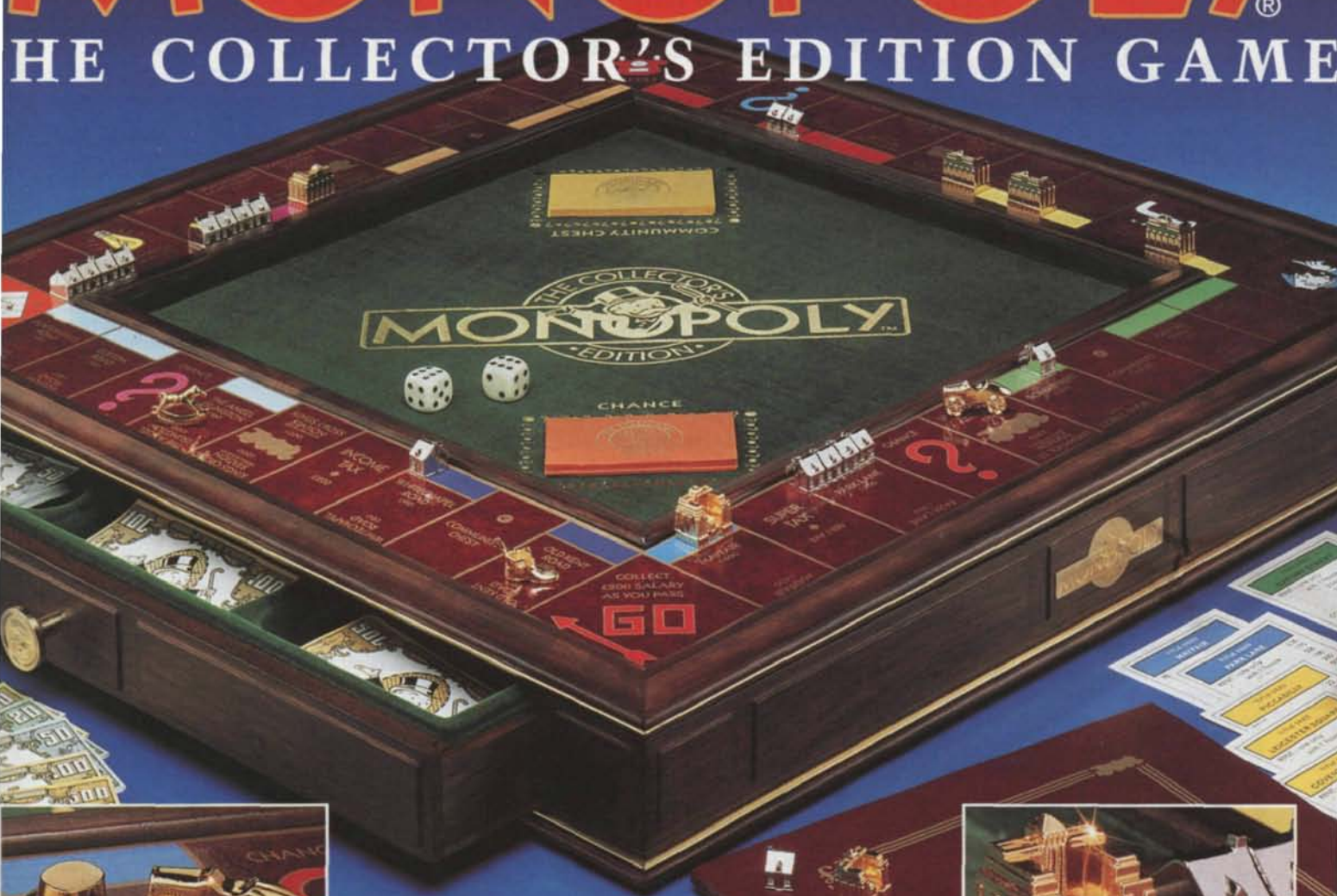
He was growing desperate, after phone calls all over the north and south of Ireland had failed to get help, when he finally contacted Joe – working on the basis that 'if the RNLI could not help this unfortunate creature then no one could!'

Joe took the society members under his wing, providing tea and sandwiches before taking them and their reluctant gannet to a suitable spot on the coast where it could be released near an existing colony - the key to a successful operation.

It seemed happy with its new-found friends and Joe was able to contact a very relieved Harry Rock the following day to confirm that his large problem was now solved!

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Membership News

Governors • Shoreline • Storm Force

Recruitment Activities

This section of *The Lifeboat* is often used to describe the different ways in which new RNLI supporters are recruited and, as this year's marketing activities are about to start, it may be helpful to give an overview of the various methods used to recruit new supporters, and why.

Some supporters involved with the branches and guilds may feel that these activities sometimes conflict with local fundraising.

However, this is not the case. The aim is to get the message across to people who are not already involved with the RNLI, thus increasing the number of people who support the Institution in various ways.

The word 'marketing' conjures up visions of glossy and expensive campaigns by well-known companies, which is very far removed from the kind of work the RNLI does! All of the methods used to generate new support are carefully controlled and targeted, and are, above all, designed to be cost-effective. Only marketing methods that will generate the maximum number of new supporters and the greatest income are undertaken – methods which are tested very carefully to ensure they are the most effective and fine-tuned to work as well as they possibly can.

So, what methods does the RNLI use?

Press inserts. These are leaflets inserted into selected publications, similar to the ones that appear in *THE LIFEBOAT* from time to time. They enable readers of particular papers and magazines to be targeted, selecting those whose interests or lifestyle make them likely to support the lifeboats. In 1996 approximately 12,000 new supporters will be recruited in this way, raising some £230,000. Many different newspapers and magazines are used, ranging from the *Radio Times* and national daily newspapers to special interest magazines such as *Yachts* and *Yachting* and *Ships Monthly*. Through careful testing the titles which generate the best response, and the most appropriate message to use to that particular audience, are known.

Mailings. Unlike some charities the RNLI uses mailings fairly infrequently, and selects the people who will receive them very carefully when it does. All known members and donors are excluded from these mailings, but unfortunately it



Boat Shows are a very productive source of new members – a dedicated desk and roving sellers bring in members by the hundred – after which they usually end up on the Insignia sales counter!

This is the scene at the 1995 London International Boat Show, the 1996 show runs from 5 January to 14 January, and the RNLI will be in attendance as usual.

is not possible to exclude Branch and Guild members because their names are not on our database. This year some 7,000 new supporters will be recruited this way, raising about £140,000. Again, the message which is most likely to encourage people to respond is known, as variations have been tested in the past to find those that work best. Real rescues and letters from crew members generate the best responses.

Door-drops. Although similar to mailings these are not personally addressed but are distributed by the Royal Mail to carefully selected postcode areas. This keeps costs down as they are only delivered where research has shown people are most likely to respond.

As these door drops are not addressed it is obviously not possible to exclude known supporters. The message in the letter explains this and requests the pack be passed to a friend or relation. Existing supporters should not feel that this duplication reduces the efficiency of this method of recruiting to any noticeable degree because door drops are an extremely cost-effective way of finding new members and donors. In fact, this year around 3m door drops will be made, bringing in 24,000 new supporters and raising almost half a million pounds!

New supporters also join at exhibi-

tions, such as the London and Southampton Boat Shows, as a result of active recruitment by Branches and Guilds, and through the *Lifeboat* journal itself which, although it is sent to existing members, is a very successful way of reaching new members cost-effectively.

It is vital to maintain a steady flow of new supporters who, once recruited, will remain for many years. New members are an investment in the RNLI's future, contributing many times the cost of original recruitment over the years, and frequently providing support in other ways – by purchasing souvenirs, making additional donations or helping as a volunteer at their local Branch or Guild. Members and donors give some £8m annually, which is a significant contribution to the RNLI's overall income.

RNLI Lottery

The date for returning tickets for the quarterly *Lifeboat* Lottery is to be brought forward, in order to avoid the current costly administrative overlap when two lotteries are being handled at the same time.

Please note that the tickets for the draw on Tuesday 30 April, 1996 should now be returned to RNLI Headquarters by Friday 29 March, 1996.

All Aboard for 1996!



If you know anyone under 16, for just £3 a year they can join **Storm Force**, the RNLI's club for young people. They will receive our super new member's pack, filled with goodies, plus our quarterly magazine, 'Storm Force News', which is packed with puzzles, stories and competitions.



For application form or further information please ring or write to **Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ**
Telephone (01202) 671133

Some ways of filling the coffers...

Starting them young!

Joseph Stravrinidis, aged six, of Southport has been doing sterling work for the RNLI. During the September meeting of the Southport branch, he presented the treasurer with money raised by selling drawings and cards, which he had made himself.



At the November meeting of the branch Joseph made another presentation, bringing his total amount raised to £37.10. Joseph had gone out and about with mum as minder, selling goods from a catalogue from which the 25% commission went to the RNLI.

Over the hills and...

Five years ago a one-off event took place in Orkney which now seems destined to remain an annual occurrence. The Wards Hill Challenge was started by five enthusiastic colleagues who combined their favourite sports to raise money for charity.

The RNLI has a strong presence in Orkney and it was only a matter of time before the challenge was held in aid of the RNLI – and the last three events have raised more than £10,000 for Institution funds.

The aim of the challenge, which takes place in July, is for participants to reach the summit of the four highest hills in Orkney, each of which bears the name Ward Hill. The catch is that each Ward Hill is situated on a different island, and in order to complete the challenge, it is necessary to visit a total of seven islands, three by boat and the remainder by crossing the Churchill Barriers (*wartime causeways to the smaller islands - Ed*). In all, the event consists of 73 miles cycling, 8 miles walking and ascending a total of about 3,000ft.

The strenuous fundraising event, usually finished within 13 hours, needs to be completed as scheduled in order for the participants to catch specially commissioned boats to the other islands. The number of challengers is limited to about 30 who must be 18 years or over and possess a reasonable degree of fitness and stamina.

The challenge starts from Shore Street in Kirkwall at 7am and ends at lifeboat

Chequeing in

Past Mayor of Christchurch, Mr Edward Coope visited Mudeford lifeboat station on 14 August 1995 to present a cheque and bravery awards to three crew members.

The cheque, for £4,500, is the result of the Mayoral Appeal which ran while Mr. Coope was Mayor of Christchurch in 1994 and is the result of many fundraising events held during his year of office.

Mr. Coope also presented the Thanks of the Institution inscribed on Vellum to Mudeford lifeboat's Helmsman Ian Parker and crew members Stuart Ward and Toby Abbott for a service on 30 October 1994, when the lifeboat rescued a boy who was clinging to a pole on a rock groyne off Barton cliff.

The boy was being constantly washed by large waves in a Force 6 wind with very rough seas and driving rain.

building on Kirkwall pier, and back-up is provided by members of the local RNLI who follow in the 'broom wagon' carrying food, fluids, extra clothing and bicycle spares. Members of the ladies lifeboat guilds distribute sandwiches and drinks.

This year, in recognition of the effort to raise money for the RNLI, a personal tribute in the form of a medal, designed by organiser and founder member, David Lowe, was donated to each challenger by Brigadier Robertson. There are sufficient medals to last for three more years, a commitment to devoting the challenge to the RNLI for at least that length of time?

Competitors in the strenuous Wards Hill Challenge aboard Kirkwall's Arun class lifeboat *Mickie Salvason*. There are four hills to climb – but the snag is they are on four different islands and there is 73 miles of cycling and 8 miles of walking between them!



In Brief

SALCOMBE Lifeboat crew and fundraising supporters held a series of barbecues during August, raising over £3,000 with thanks for support from friends and local businesses.

THE Beckenham branch made £1,127 in just one-and-a-half-hours at a coffee party held on 14 September.

SAMUAL Lucas School held its harvest festival on 26 September, raising £134 for lifeboat coffers. Hitchin and District branch represented the RNLI and received the cheque - the proceeds of a 'mile of pennies'. The staff and pupils had worked hard to decorate the school hall with pictures and cut-outs depicting various activities of the RNLI.

LEE WALKER from Swindon in Wiltshire, raised money for the Institution by completing a sponsored walk in Germany. Margate coxswain mechanic Peter Walker, accepted the cheque for £202 on behalf of the Margate branch from 14-year-old Lee.

THE ANNUAL Luncheon of Norwich ladies' lifeboat guild was held at the home of Lady Mackintosh, the guild's long-standing president of some 28 years. The summer lunch was held in July and raised over £1,400 for Institution funds.

A FAMILY Fair and Garden Party was held by the Jersey lifeboat guild on Saturday 2 September at the home of the chairman and her husband, Jurat and Mrs John Orchard. The event featured many stalls including souvenirs, sale of handicrafts, cakes, plants and produce, raffle, tombola as well as several funfair games such as splat the rat, guess the name of the doll, treasure map and guess the number of sweets in the jar, many run by children and friends of committee members. The day raised over £1,000 for lifeboat funds.

OVER 100 tickets were sold for the Sixth Annual Luncheon of the Rutland ladies lifeboat guild. The event, held on 4 October 1995 at Barnsdale Lodge Hotel, was a great success and raised over £800 for the RNLI.

Mud in yer eye!

Emsworth fishermen organised a Mud Patten Race at Emsworth Foreshore, raising £600 for lifeboat funds. They particularly wished for the proceeds to be given to Hayling lifeboat station for the purchase of binoculars on a tripod, a valuable piece of equipment for the station.

Artistic licence to print money!

The 11th annual exhibition of paintings and crafts organised by Appledore guild was held at the North Devon Yacht Club, Instow from 20 to 25 October 1995. As usual, the high standard of work by the 32 artists and crafts people attracted a good attendance resulting in the sum of £2,706 being raised.

The exhibition came about as the result of a conversation in 1985 between the guild secretary, Eileen Harlow and Ian Hudson, a local artist. Since that time it has become the guild's major fundraising event, having raised more than £20,000.

Vintage occasion



The Belton and O'Neill families from Oxted, Surrey have entered the Beaulieu and Weymouth vintage car rally for the last six years. This is put on by the Wimborne branch of the RNLI and organised by the National Westminster Bank Motoring Club.

The proceeds have been divided between the RNLI and Safety Net for Children. The picture shows Paul Belton (left) with his 1937 Talbot and Hugh O'Neill. Jo Belton is the Secretary of the Oxted/Limpsfield branch and was presented with the RNLI silver badge this year.



Pictured during the presentation of this year's cheque for £1,000 are, from left to right, Don Galbraith, yacht club commodore; Brian Hurst, chairman of the Castletown branch; Rod Haire, representing Royal Life; Jane Galbraith, regatta manager and Chris Beaman from Beaman and Beaman.

A manx tale...

This year's Castletown Regatta on the Isle of Man was a great success, thanks to fine weather on the day and hard work in organising it by the regatta committee of the Castletown and Derbyhaven Motorboat and Yacht club.

The regatta was also a great financial success, thanks to the generosity of two local companies, Royal Life International Insurance and Beaman and Beaman whose sponsorship underwrote the major costs of running the regatta.

A number of the yacht club members also serve on the RNLI Castletown branch committee, which perhaps influenced the regatta committee in deciding to make another generous donation the RNLI from the regatta proceeds. Over the five years that the yacht club has been running the Castletown Regatta, over £5,000 has been donated to lifeboat funds.

In Brief

THE SCAPA Flow Experience, an organised sail through the well-known and often rugged stretch of water around the Orkneys, raised over £3,000 for Institution funds. The Norwegian sail training ship *Statstraad Lehmkuhl* left Stromness with over 300 people aboard for the trip on 17 July 1995.

SINCE its formation 2 years ago, the Camelford and district branch is proud to announce that more than £4,000 has been raised. Fundraising efforts this year included a summer feast, a jazz night, various jumble sales and coffee mornings. Wheelchair-bound Jonathan Doridge collected over £400 and recently received an inscribed shield to mark his efforts.

AS A RESULT of the Annual Luncheon held at St. Donats Castle, Mid Glamorgan on 25 June 1995, the Cardiff ladies lifeboat guild sent the sum of £2,625 to the RNLI. A cookery demonstration by Mrs Betty Dobson on 26 September 1995, also organised by the Cardiff ladies lifeboat guild, raised £1,500 in aid of the Penarth Lifeboat Appeal.

IT WAS A bumper summer for Cromer boathouse collecting boxes during 1995. Thanks to the local branch and ladies' guild, it has been possible for the boathouse to remain open to visitors from Spring Bank Holiday to September and as a result £9,745 has been collected from the boxes in the boathouse alone, an increase of £3,965 on 1994.

Not afraid of the dark!

Despite the arrival of the darker evenings, the ladies at Newbiggin have continued raising money, with receipts during October and early November mounting to over £1,000. Apart from regular 'Beetle Drives', a film show and a fireworks display attracted around 3,500 people and sold out of hot dogs!

Further events for 1995 included a raffle for a replica Grace Darling medal, raising £400 and an Annual Christmas Fayre for which the boathouse is magically transformed into a Christmas wonderland complete with Santa's grotto!

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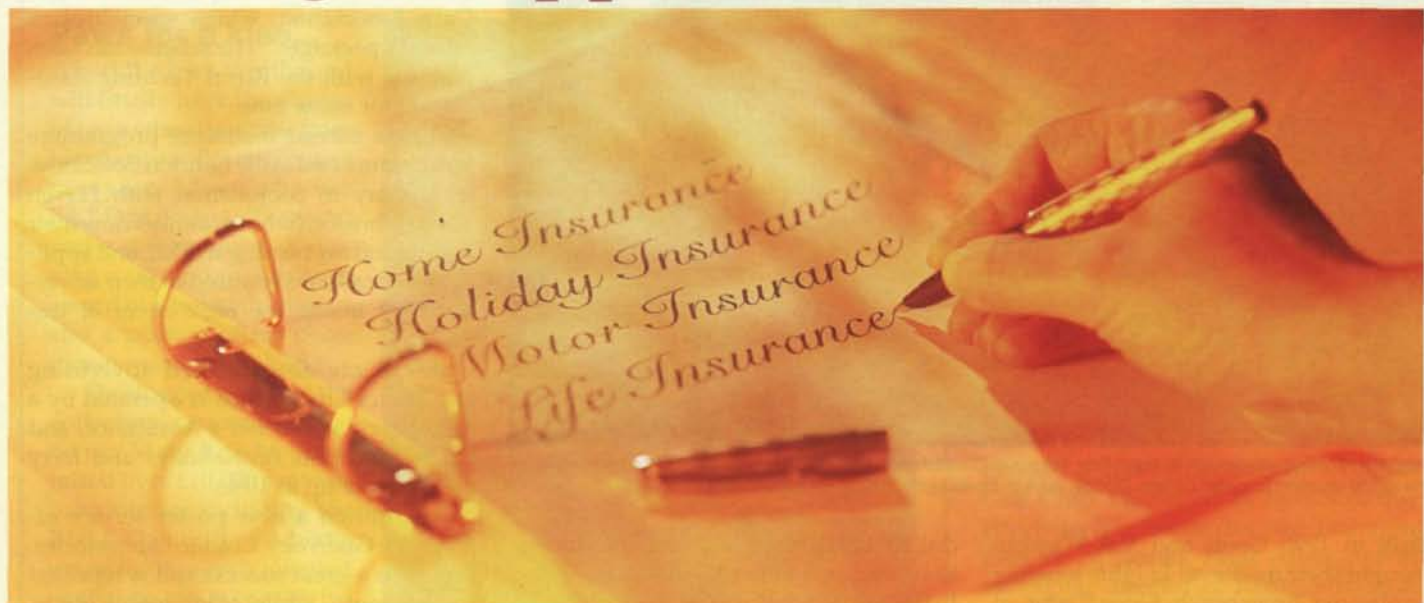
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* 01 Mar 1991-01 Apr 1995 BLDG SCTY 2500 + Index. Source: Micropal

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Medieval Knights raise funds for lifeboats!



Knights in shining armour left to right: Roy Turner of Christchurch branch committee; Geoff and Val Winship; one of the jousting knights; Dennis Duddy, branch treasurer and Eric Freeman, branch chairman.

Early in 1995 Geoff and Val Winship brought their medieval knights jousting display to Christchurch. Since Easter at The Arena, 2 Riversmeet in Christchurch, the Knights have been displaying their horses and costumes to the accompaniment of thundering hooves and clashing steel in the joust.

Geoff and Val were determined that, as well as providing a major tourist attraction they would also raise funds for the RNLI.

With support from the Christchurch branch and especially the branch honorary collecting box secretary Mr George Davis, arrangements were made for spe-

cial RNLI displays and collecting boxes to be installed at the Medieval Pavilion. In the spirit of the joust, at the end of each performance, the knights require the serfs (the audience) to pay dues in the form of a donation to the RNLI.

Before one of the last performances, the chairman of Christchurch branch, Eric Freeman, who is also a member of the committee of management, presented a lifeboat shield to Geoff and Val Winship. He was accompanied by members of the Christchurch branch committee and expressed the gratitude of the RNLI for the splendid initiative of the Winships and their jousting knights.

Central Fundraising

Several companies are introducing offers to RNLI supporters and readers of *The Lifeboat* which also provide financial benefits for the Institution. This issue of *THE LIFEBOAT* sees a new offer on private health insurance from the Hospital and Medical Care Association, which specialises in 'affinity packages'. The scheme has been running with the Royal Yachting Association for some time.

A new marine insurance programme will be launched at the London Boat Show in January in conjunction with Haven Knox-Johnston (who certainly know their way round the boating world), and application details are featured in their advertisement inside the back cover of this journal.

Inserts are also enclosed advertising the Travel Club, which is operated by a subsidiary of Teacher's Assurance, and offers discounts on holidays and ferry crossings of up to 10%.

In addition a new poster service offered by Guernsey Colour Laboratories, has been a great success and is repeated in this issue, while other recent offers, such as Flying Flowers, lifeboat crew models, and motoring and buildings and contents insurance are still going strong. In each case the Institution tries to ensure that the service is the best available, and in each case it also receives a financial return.

Legacies, the RNLI's most important source of income, are currently in decline and it is important that new sources of income are generated. Unfortunately, these are not always successful, and one of the failures was the My Garden project, where receivers were called in to the company in October.

On a more positive note Kimberly Clark, together with the Tendring District Council and the Colchester Co-operative Society, organised an enormously successful third Tour de Tendring cycle run, in which 11,000 riders took part, raising a splendid £15,000.

Readers who have visited their local chemists recently may have seen the campaign currently running with Seven Seas in some 6,000 chemists throughout the country.

Finally, the competition to name the new Barclaycard - funded lifeboat for Eyemouth produced well over 5,000 entries, the winning name being *Barclaycard Crusader*.

Forward Birmingham Lifeboat Campaign update

The Birmingham Lifeboat Campaign Fund has now reached in excess of £700,000 but there is still a long way to go. Flag month in April produced another record breaking total, this time £25,000. Campaigners planned some smashing events which took place in Autumn, with fundraisers such as Casino Evening on 19 September, Forward Fish Supper on 2 October and Lifeline Day Road Show Spectacular on 7 October. This last event was the culmination of a one-million-envelope-drop to homes in the Birmingham area asking for general donations to the campaign fund to help 'finish the job'. Birmingham continues to show its tremendous support for the Lifeboat Service.

Birmingham Branch held a 'Do as you like' evening earlier last year to raise funds for the RNLI. This was a function for which you did not have to attend, just do whatever you like, put your feet up, watch television or read a good book so long as you donate the money you have saved by not going out! The non-event raised a total of £1,200 for the Forward Birmingham Lifeboat Campaign.

On a much more active note Helen Clifford, a trainee outdoor pursuit instructor and daughter of the Erdington branch Chairman, joined nine others for the Three Peaks Project on 27 May 1995, to raise funds for the Forward Birmingham campaign.

They left for Snowdon in wet and windy weather, collecting £93 in a bucket on the way. By Scafell the weather had worsened but the team finally arrived safely only to hear that two people were missing from an earlier team. They later found them, tired and wet but safe, and brought them down before resuming their climb to the second peak.

The last climb, Ben Nevis, was withdrawn due to bad weather, but the group decided the climb Helvellyn, the next highest to Scafell.

During the climb, the weather deteriorated and Helen started to show signs of hypothermia. The team pulled together and reached the top, where an RNLI flag was used as a windbreak. When they finally caught sight of the bottom, the wind and rain eased, the sun appeared and the base crew met them with a magnum of champagne.

The closing date for Fundraising items for the Spring 1996 issue of *THE LIFEBOAT* is 16 February 1995 but earlier if possible

The Paignton branch

Paignton branch has had a 1995 Summer season of mixed fortunes - some good times and some very sad. Peter Tully, one of the Branch's major friends and sup-

porters and a Shoreline member, passed away early in August and will be sadly missed.

Peter was known as Paignton's 'Mr.

Regatta', and the RNLI benefited by over £11,500 between 1989 and 1995 as a result of his considerable efforts on the Institution's behalf.

More happily, Ken Lane, the skipper/owner of the pleasure cruise boat *Dart Princess* continued his good support and provided two cruises during the Summer, all proceeds being donated to the RNLI. John Hopkins of the Harbour Rise Rest Home, Paignton, ran his Annual coffee morning in August. The RNLI has benefited by several hundreds of pounds annually from kind the hard work of these two gentlemen and their helpers.

The branch has also found new friends in Nortel, the large electronics firm who are and major employers at their extensive Paignton plant. On Friday 11 August, Nick Watt, Derek Piper and Alan Martin, combined their efforts and organised a golf competition at Churston Golf Club, Paignton. As results of their efforts in one hectic day, the managing director of Nortel, Peter Allen and the managing director of Radio Infrastructure, Nortel, Bob Gow, presented a cheque for £1,556 to Paignton branch chairman, Stella Ricks.

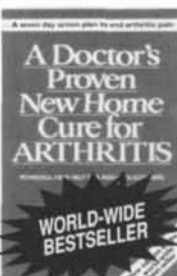
Paws for a kiss...

Albert the Irish Wolfhound will finally have the chance of a rest when he retires from his charity collecting duties next year. Albert, who is a PAT Dog (Pets As Therapy) and a doggy blood donor, won a 'Round of Appaws' award in August this year - and a portion of his prize money went to the RNLI.

The dogged efforts of the collecting canine and his owner Mary Knights have raised over £10,000 for various charities including the RNLI. The birth of Albert's grandson is eagerly awaited so that he can take over future charity events!



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Where is everybody?

This lonely collector was one of the many who collected in Chichester on Saturday 22 July. Even though the collector was suitably dressed in shorts for the very hot weather, most of the public appeared to be at the beach!

However, due to the devotion, dedication and hard work of all concerned with Lifeboat Week, Chichester Branch brought in a record of £6,668 during their flag week. Considering the time of year, the weather and that so many people in the area were probably on holiday or sailing, this was a magnificent result!

Inland support

The congregation of a West Midlands Methodist Church recently demonstrated that the work of the RNLI is dear to its heart even though it lives miles from the sea.

Members of Earlswood Methodist Church held their 42nd Grand Summer Fete on Saturday 1 July, raising £1,115.29 for lifeboat funds. The day was well attended and included performances by The Shirley Band, The Rita Cashmore Dancers and many other side shows. The recently retired Atlantic 21 lifeboat, *Wildenrath Wizzer* was on display, enjoying her rest while the ladies of the church kept busy serving lunches and afternoon teas.

The Knowle and Dorridge Branch represented the RNLI throughout the day and joined the church congregation in September for hymns and a service that included The Lifeboat Prayer. The worship concluded with a cheque presentation by Mr. Blacker, Chairman of the Fete Committee to Robert Woolridge, chairman of Knowle and District Branch, who received the cheque with warmest thanks.



Gala performance

An RNLI summer event organised and co-ordinated by three Sheffield based branches, proved extremely successful by raising more than £3,000.

The Sheffield RNLI Gala Day, held at the Midland Bank Sports Ground in Dore,

attracted some 9,000 people, far more than the organisers expected! More than 200 exhibitors with classic cars turned up for the gala which also featured a craft fair, stalls, displays and brass bands.

There was also a children's free fun fair and a krypton rope slide, plus displays by the lifeboats, Police and Mountain Rescue. The good weather helped to make the day enjoyable for all, and plans are already underway for next year's Gala.

In Brief

RNLI life governor Derek Collins was presented with a cheque for £200 by Sgt John Cooper and Sqn Ldr Chris Knapman, the commanding officer of RAF Benbecula. This followed a decision to donate the proceeds of 'Its a Knockout' held by the RAF's amenities club last Summer between the RNLI and the Alzheimer Association. Popular television comedians, Stan Boardman and Mick Miller dressed in lifeboat oilskins were the highlight of a **Hoyleake and West Kirby** financial branch's annual fundraising event on August Bank Holiday Monday. The day raised £17,000 and attracted over 20,000 people. The Open Day takes the Financial Branch up to six months each year to organise and in the last three years over £45,000 has been raised.

The Fundraisers

Please note that although we try to include as many fundraising reports as possible in each issue the increasing number of items being received means that we cannot guarantee that there will be space for every report.

Lifeboat Lottery

The Lady Provost of Edinburgh draws the winning ticket for the Scottish Region Volvo lottery as His Grace The Duke of Atholl, convener of the Scottish Lifeboat Council looks on.

Scotland Region raised £37,000, the winner was Elliot Smith of Coldingham, South East Region raised £54,00, winner Peter Kerry of Norwich, North West and North East regions raised more than £60,000, winner Mrs M. Farrow, Blackpool, and Wales and West Mercia region raised over £27,000, winner Mrs Diment.



People and Places

around and about the RNLI

Gemma picks a perfect lottery

Actress Gemma Craven, also known as 'Ma Larkin', drew the winning tickets of the 71st RNLI Lifeboat Lottery on 31 October 1995.

Gemma has been starring in 'The Darling Buds of May' which was showing at the Poole Arts Centre during October 1995. This is the

second time she has drawn the lottery for the RNLI, the first time being in 1989.

Anthony Oliver, deputy head of fundraising and marketing, supervised the draw that raised over £113,000 and the winners were:

£2,000 Mr M. H. Kirkham, Wotton-under-Edge, Glos.

£1,000 Miss N. A. Kirk, Hindhead, Surrey.

£750 Mr M. Phillips, Lymington, Hants; Mr E. L. Walls, Bognor Regis, W. Sussex.

£500 Mr M. E. Sim, Elwick

Village, Cleveland.

£250 Mrs P. E. Parkinson, Dorchester, Dorset. **£100** Mrs O. James, Wimborne, Dorset; Mrs E. Ainsworth, Blackburn, Lancs; Mr D. J. Fearnley, Bradford, W. Yorks; Mrs M. Gibbs, Southsea, Hants; Mr D. R. Highton, Petersfield, Hants. **£50** Mr T. Rose, Brixton, London; Mrs J. Tollerton, Lincoln, Lincs; Mr D. S. Spencer, Much Birch, Hereford; Mrs D. Gunstone, Great Clacton, Essex; Mr J. E. Hall, Alnwick, Northumberland.

Obituaries

With deep regret we record the following deaths:

August 1995

Lieutenant-Colonel Brian Clark CM GM, Former national organiser for RNLI in Ireland from 1967 to 1982.

September 1995

Tommy Dawson, coxswain of North Sunderland lifeboat. Tommy first became a crew member at North Sunderland in 1927, where in 1939 he became bowman. In 1951 he was appointed second coxswain and in 1955 was appointed coxswain, a post he held until 1971. Tommy received the RNLI's Bronze Medal in 1959.

Mr P. V. MacKinnon, life vice president of the Institution. Mr MacKinnon was elected to the committee of management in 1968 and was a member of the fundraising, finance and establishment committees. He served as chairman of the establishment committee from 1970 to 1975. Mr MacKinnon was appointed a vice president in 1975 and a life vice president in 1983.

Mrs J. A. Pattullo, former honorary secretary of Edinburgh Ladies' lifeboat guild from 1962 to 1970 and founder of the lifeboat shop. Mrs Pattullo was awarded a Gold Badge in 1970, having joined the guild's committee in 1955. Prior to being a member of the guild, she was convener of a district in Edinburgh for many years, raising money for the RNLI.

October 1995

Mrs Mary Cavell, founder member of the Goodwin Sands and Downs Ladies' lifeboat guild, became the first honorary secretary of the guild in 1952 until 1972 when she remained at committee member until 1983. She was awarded the Silver Badge in 1963, the Gold Badge in 1973 and Bar to Gold Badge in 1983. Her Husband Norman was station honorary secretary for the Walmer lifeboat for over 25 years.

Mrs Molly Forcer-Evans, founder

chairman of the of the Llangefni branch. Mrs Forcer-Evans first supported the RNLI as a member of the Anglesey County Committee, in 1956 she became flag day organiser in Llangefni and in 1969 the branch formed and she became its founder chairman. Mrs Forcer-Evans was awarded a silver badge in 1981 and continued to support the RNLI until recent years, when she left Anglesey.

George Mobbs, coxswain of Great Yarmouth lifeboat. George joined crew in 1931, became full-time mechanic in 1940 and was appointed coxswain in 1958. George was also reserve mechanic from 1966 to 1971 and was awarded the RNLI Bronze Medal in 1941.

Fred Webster, chairman of the Loughborough and district branch. Fred joined as a committee member in 1976 and became Vice Chairman in 1984 and chairman in 1988. A Silver Badge was presented to him in 1995.

November 1995

Commander Peter Bolt RN, deputy launching authority at Dun Laoghaire from 1973 to 1982. Peter joined the Salisbury Branch in 1982 and was elected vice chairman in 1983 until 1984, when he became chairman. Peter was also assistant box secretary from 1985 until 1995.

Tom Jenkinson, coxswain of the Filey lifeboat from 1967 to 1980. Tom first joined the Filey lifeboat crew in 1947 and became bowman in 1959. He was appointed second coxswain in 1963.

Derek Saxon Harrold, President of the Salisbury branch 1981 to 1995. Mr. Saxon-Harrold first started collecting for the RNLI in 1927 and in 1971 was elected to the Salisbury branch committee. In 1974 he became both acting secretary and chairman until 1980, when he became vice president. Mr Saxon-Harrold was awarded the Silver Badge in 1985.

Gemma Craven - Ma Larkin in the production of 'The Darling Buds of May' at Poole Arts Centre - draws the winning tickets for the 71st RNLI lottery. With her are Anthony Oliver, the RNLI's deputy head of fundraising and marketing, and Becky Hester from the fundraising department at Poole headquarters.

Photo Southern Newspapers



On Station

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

ALL-WEATHER

Courtmacsherry - Trent class 14-07 *Frederick Storey Cockburn* 18 September 1995

INSHORE

Bundoran - B711 *Helene* 30 May 1995.

Newquay - Atlantic 75 B715 *Phyllis* 14 August 1995.

Rock - D class D489 *Dolly Holloway* 27 September 1995.

Lough Swilly - B717 *Daisy Aitken* 5 October 1995.

Relief - B718 *Rotaract I* November 1995

Getting spliced!

When Susanne Poyner joined the crew of Eyemouth lifeboat she could hardly have suspected that one of the splices she would learn to make would be one to 2nd coxswain George Walker!

But that was exactly what happened when the two of them were married at a ceremony held on 2 September 1995. The marriage was then blessed aboard the station's Waveney. The two met when George began to teach Susanne about the ways of the lifeboat when she first joined the crew.

People and Places

around and about the RNLI

Lifeboat memorials

At Hayle...

During July Justin Lee of BBC Radio Cornwall unveiled a memorial to Hayle's lifeboatmen – a memorial which had been lost since the beginning of the century and which had been restored to its rightful place after turning up in a local field.

The plaque had been presented to the RNLI along with a lifeboat called *Isis* by Oxford University in 1866, and had disappeared when the boathouse was demolished to make way for a larger one for a later boat.

...and Lyme Regis

Lyme Regis's new boathouse will incorporate a commemorative panel made up of fire-bricks recovered from the cargo of the barque *Heroine*, lost on Boxing Day 1852. The town's lifeboat was escorting the ships lifeboats to safety when she was hurled against the famous 'Cob' harbour wall with the loss of all but one of her crew. The wreck was discovered in 1991 by members of Swindon Sub-Aqua Club who have recovered the bricks and presented them to the station.

Return of the native

The former Aberdeen lifeboat *Ramsey Dyce* – which served at the station between 1957 and 1976 before being transferred to the relief fleet – visited her old station during September 1995. She had previously called at other Scottish ports during a voyage which took her to Orkney and Shetland under the command of her new owner Major Keith Oliver. The Barnett class lifeboat and her successor the Arun class *BP Forties* are pictured just before her arrival at Aberdeen where she was the star attraction at the station's last open day of the year.

Photo Aberdeen RNLI, courtesy Bristow Helicopters

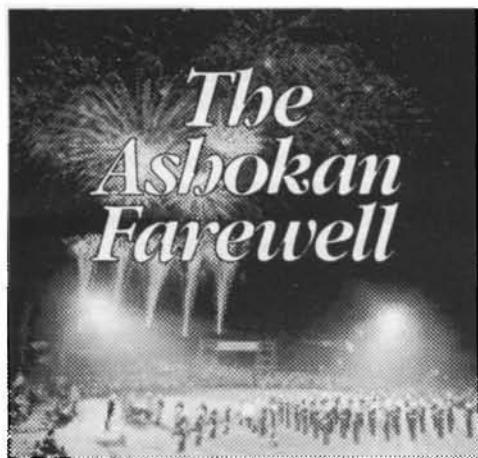


Royal Marines Band Recordings for the RNLI

A special relationship has been established between the Royal Marines and the RNLI following the commissioning, and composition by Trevor Browne, a Royal Marine, of the "Lifeboatmen", the first official RNLI march in its 170 year history. It was recorded by the Band of HM Royal Marines, Commandos under the direction of the then Lieutenant, John Perkins RM, on the cassette/CD "MARCHES OF THE SEA" a tribute to the RNLI, and was so popular that a sequel, "FOR THOSE IN PERIL ON THE SEA" was recorded a year later by the Band of HM Royal Marines, Plymouth under the direction of Captain John Perkins RM. Both recordings have been widely acclaimed and remain much in demand.

There are three other recordings made by Royal Marines bands under the direction of Captain Perkins which have been made available to RNLI members at very attractive prices, "THE COMPLETE MARCHES OF KENNETH ALFORD", "THE MARTIAL MUSIC OF SIR VIVIAN DUNN" and most recently, "THE ASHOKAN FAREWELL", a recording of virtuoso solos.

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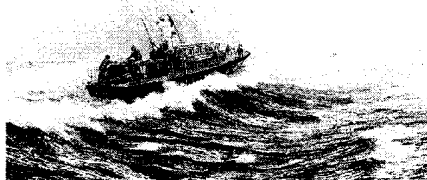


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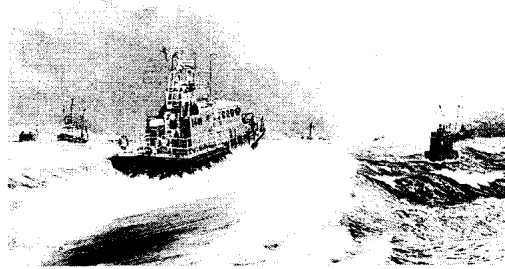
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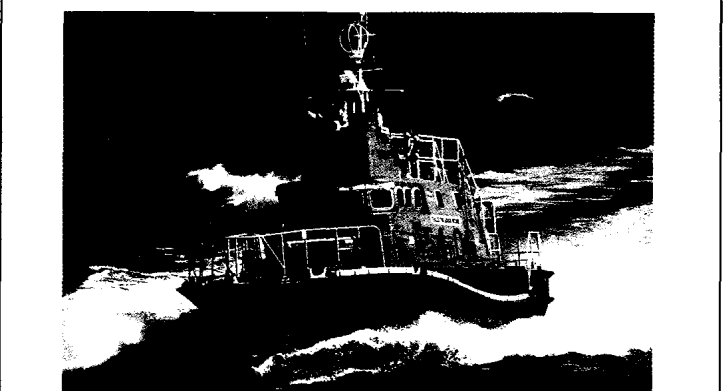
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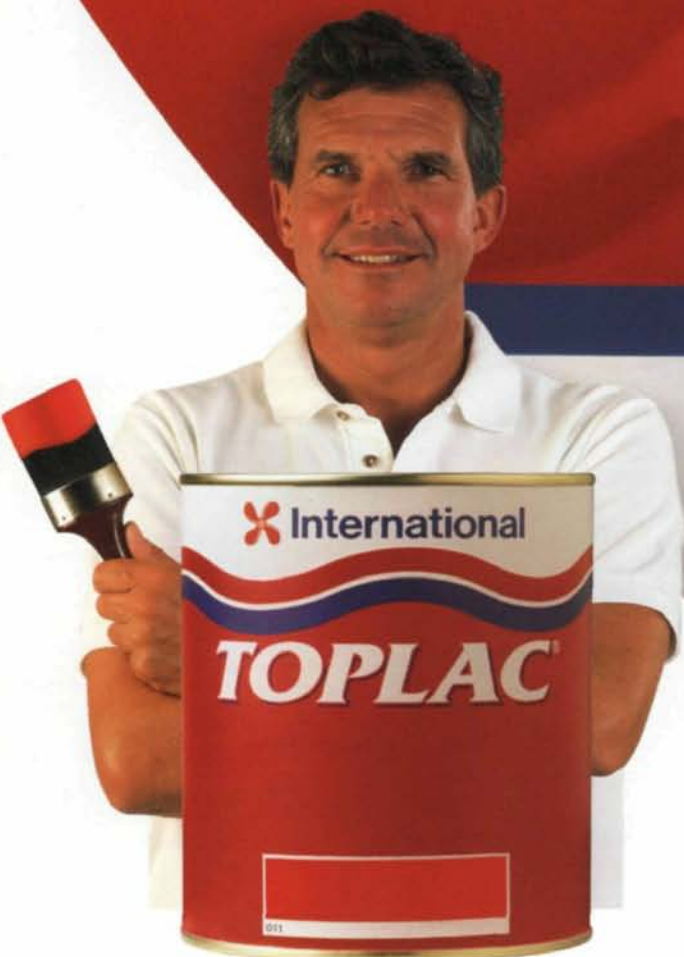
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