

The

Lifeboat



Spring 1996

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The

Spring 1996

Lifeboat



Royal National
Lifeboat
Institution
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COVER PICTURE

by
Alan Richardson

Montrose's D class lifeboat *Holme Team 3* takes flight while on service to the Arbroath fishing vessel *Radiant Star* on 11 November 1995.

Next Issue: The Summer issue of THE LIFEBOAT will appear in July 1996, and news items should be received by 17 May 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.

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

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Out in the open around the country!

Once again the RNLI will be opening its facilities to visitors this year, enabling them to gain a first-hand impression of how the Institution works and the quality of the boats and equipment.

A second national **Open Day** is being held on the late May Bank Holiday, with most stations around the country open on **Sunday 26 May**. Please check before travelling to a lifeboat station however as a small number will not be open (usually for technical reasons) and a few may be

NEWSPPOINT

'Can you imagine something half as big again as a double-decker bus which could be driven off the roof of a 20ft high building at 30mph, land on the ground below and then carry on, without any damage to crew or structure? That is virtually what we are expecting a Severn to do' *David Morgan, Head of Naval Architecture and Engineering*

It is no secret that there have been some teething troubles with the new generation of fast afloat lifeboats – there were problems with the engines of the Trent class and more recently there have been a rash of minor problem and a couple of more serious defects with the larger Severns.

These problems should be seen in perspective. Stornoway's Severn, for example, was damaged when she fell awkwardly from a 7m sea while travelling at high speed – and do not be fooled into thinking that water is soft, it is not. At that speed it is more like concrete.

The Severn is 55ft long and weighs more than 37 tons. 25 knots is a little under 30mph. Can you imagine something half as big again as a double-decker bus which could be driven off the roof of a 20ft high building at 30mph, land on the ground below and then carry on, without any damage to crew or structure? That is virtually what we are expecting a Severn to do - and what, given a fair crack of the whip it **will** do.

The RNLI is not complacent and it is working as hard as it can to solve what are in reality relatively minor problems. It would be only fair to allow it to do so without being subjected to uninformed criticism, particularly in some sections of the press. One newspaper for example would have its readers believe that the Severn class programme was to be scrapped – and this despite being categorically told otherwise!

Unfortunately it is never easy properly to put across the horrific conditions under which lifeboats are expected to operate and the Institution's genuine desire to provide the very best and totally reliable equipment to people who have no experience of the sea.

The engine problems with the Trents were quickly resolved - as everyone expected they would be – and once the problems with the Severns have been properly identified they too will be solved.

If the manufacturer of a motor car frequently needs to recall early models after spending millions on a design which essentially makes small improvements to a basically simple machine it is asking a great deal to expect ground-breaking, state-of-the-art machines to be perfect straight out of the box.

The RNLI's lifeboats work in one of the most hostile environments known; they must achieve hitherto unheard-of speeds in quite appalling conditions. That they are not yet perfect the RNLI freely acknowledges, but some of the best brains in the business are aiming to make them as perfect as possible, as soon as possible. Nothing less will do.

opening on other days over the weekend.

The RNLI's Inshore lifeboat centre at East Cowes will be opening its doors on Friday 16 and Saturday 17 August, having missed out on one of its bi-annual openings because of building work.

The ILC is a very different place to the one seen at the last open days in 1992. Many of the old buildings have been demolished to make way for the new facilities opened in the summer of 1995. The centre will be open each day from 10am to 5pm with plenty for all the family to see and do.

Visitors will be able to tour the working areas and see how the Atlantic 75 and D class lifeboats are made and repaired. There will be regular displays on the water, including righting demonstrations, a sail-past of different classes of lifeboats and a helicopter fly-past.

The children will be kept busy with Storm force activities, a treasure hunt and dressing up competitions.

Plans are afoot to hold at least one Atlantic 75 naming ceremony during the open days.

Show time!

Although attendance figures at the London International Boat Show in January were 7% down on 1995, the RNLI's stand again proved to be a great success.

The stand, a striking diorama featuring an Atlantic 75 lifeboat, generated much interest and many compliments from visitors.

Some £4,800 worth of insignia was sold during the show, a 20% increase on 1995, and a fifth Sea Safety booklet, containing safety guidelines for jet skiers, was also launched at the show – as was SEAREM, the first international database of sea related emergencies, which has been co-ordinated by the Institution to enable safety resources and advice to be targeted more accurately.

Relief D Class lifeboats *Cetrek* and *Lawnflite* were named at the show, with Jim Davidson christening *Cetrek* on the main pool in front of many spectators and press photographers.

Also at the show Lord Wakeham, Chairman of the Press Complaints Commission and member of the RNLI committee of management, presented the Institution's Public Relations Awards to the Birmingham Evening Mail, Michael Buerk and the Royal Navy and Royal Air Force helicopter crews.

Crews around the world

Toshiba's computer division is to sponsor one RNLI crew member on each of five legs of the BT Global Challenge Round The World Yacht Race aboard its boat *Wave Warrior*.

The race starts in September 1996, when the 14 identical 67ft boats will leave Southampton on a ten-month 30,000 mile voyage calling at Rio de Janeiro, Wellington, Sydney, Cape Town and Boston. RNLI crew members, many of whom have shown interest in taking part, will be nominated by their stations, and a shortlist of 10 will be put through their paces afloat and ashore.

The race is also a good fundraising opportunity, and the aim is to fund a lifeboat from sponsorship of crew members.

Individuals are being asked to sponsor a crew member at £1 per thousand miles, and companies at £1 per hundred miles. The legs are between three and seven thousand miles long.

Pledges and donations are already being taken on Freephone (0800) 413763.



Record year for lifeboat launches

The Institution's lifeboats had their busiest year ever in 1995 with provisional statistics showing no less than 7,272 launches and 1,630 lives saved during the year – an average of 19 launches and 4 lives saved every day.

All-weather lifeboats launched 2,369 times, saved 638 lives, landed a further 737 people and brought ashore 1,588 more. They saved £29m of property during 4,844 hours at sea. Inshore lifeboats launched 3,739 times, saved

757 lives, landed 642 people and brought ashore 1,828 others, while saving £5m worth of property and spending 4,170 hours at sea.

A breakdown of the causes of incidents shows that sail pleasure craft accounted for 1,614 services (26%), power pleasure craft for 1,275 (21%), persons in the water for 785 (13%), fishing vessels for 738 (12%), and manual pleasure craft for 572 (9%).

The busiest month was August, during which lifeboats launched an average of 50 times a day.

Sunday 27 August was the busiest single day ever, with 115 services. The highest previous number for one day, was 22 July 1990, when lifeboats launched 106 times.

Sea Safety Initiative update

The Sea Safety Liaison Working Group, which consists of the Coastguard Agency, Marine Safety Agency, Royal Yachting Association, Royal Life Saving Society, British Marine Industries Federation and the RNLI, has distributed over a million copies of its four safety guidelines booklets in its first year of operation.

A fifth booklet, containing safety guidelines for jet skiers, was launched at the London Boat Show in January and is included with this issue of THE LIFEBOAT.

The RNLI is also co-ordinating the setting up of 'SEAREM', which will provide the first database of all sea-related emergency statistics. This will enable all the organisations involved, not least the RNLI, to put their resources to the best possible use and target sea safety awareness campaigns more effectively.

His Grace The Duke of Atholl



As this issue of the Lifeboat was going to press we learned with great sadness of the death on 27 February 1996 of His Grace The Duke of Atholl, a tireless supporter of the Institution for almost 40 years.

His Grace played a very active role in the RNLI's affairs in four decades, having been a member of the Committee of Management since 1959 and culminating in his appointment as Chairman from 1979 to 1989. He took a particular interest in Scottish lifeboats, having been Convenor of the Scottish Lifeboat Council twice, before and after his Chairmanship of the Institution. His first spell as convenor lasted ten years from 1965 and the second from 1991 until his death.

The Duke led the RNLI through a period of great change, and it was he who announced at the 1986 AGM the Institution's intention to provide an all-fast fleet of lifeboats – a project completed on target.

Lt Cdr Brian Miles CBE, the RNLI's Director said: 'His Grace was a loyal friend of the lifeboat service... His cheerful enthusiasm, keen perception and wise guidance will be sorely missed.'

Jewellery appeal

Over £254,000 has been raised since the jewellery appeal's inception in 1987. Organiser Roy Norgrove has worked tirelessly on the Institution's behalf, and last year over £20,000 was raised through sales of broken or unwanted jewellery and similar items.

If you have any old jewellery, watches, medals, silver items or small objets d'art that you no longer want or need send them to RNLI Headquarters, marked for the attention of Roy Norgrove, RNLI Jewellery appeal-organiser.

The RNLI and the Lottery

There has been much discussion about the funds available to charities from the National Lottery, and many RNLI supporters are keen to know whether the Institution can benefit from this source.

The RNLI's position is that it views the National Lottery Charity Board as a charitable trust, which is independent of government control and, as with all charitable trusts, a potential source of voluntary income. It is therefore identifying areas in which it can receive support and will be making an application as soon, and as often, as the appropriate opportunities arise.

Although the RNLI does not fall into the Lottery Charities Board's priority category at the moment the board does have

a duty to examine every bid, and the RNLI could be treated as a special case or deferred to a future priority category. Bids for funds far exceed the Board's ability to make grants, but although there is no guarantee of success the Institution must try.

The RNLI will continue to discuss the equitable distribution of funds with the Government and the organisers. In particular it would like the public to be more aware that buying National Lottery tickets or scratch cards is a very inefficient way to contribute to charity and should be viewed as an additional, not alternative means of support for chosen causes.

The RNLI, with the Chatham Historic Dockyard, has already made a successful bid to the Lottery Heritage Fund for £355,000 towards establishing the National Lifeboat Collection at Chatham on the grounds that the RNLI could not finance such a project out of funds which had been raised for the sole purpose of saving life at sea.

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.

Lifeboat Services



CREW TRAPPED AND INJURED BY PIER SUPPORT

Atlantic damaged while saving girls trapped in heavy surf under pier

For the first time in the history of the RNLI the three-man crew of an Atlantic class lifeboat have been awarded a Silver and two Bronze Medals for a single service. This remarkable achievement by Brighton lifeboat is also the first time in more than 20 years - and only the second in the whole 30-year history of inshore lifeboats - that all three crew members have received Medals for Gallantry.

The Silver Medal has been awarded to the helmsman, Richard Pearce, and Bronze Medals to both crew members, Martin Ebdell and Edward Purches, following the rescue of two girls trapped under Brighton Palace Pier on the night of 7/8 September 1995.

In an amazing service the lifeboat was working underneath Brighton pier in darkness and surf up to 4m high to rescue the two girls who had been swept into the sea and were clinging to the pier's supports. To reach them helmsman Pearce had to manoeuvre in a very tight space and in dangerous surf while hampered by a deflated bow section which had been punctured on an underwater spike. The lifeboat managed to reach the terrified girls although crew member Ebdell's leg was trapped and his finger broken when the lifeboat was pinned under a metal support. At one stage the lifeboat appeared to have been lost, and other lifeboatmen prepared to enter the sea from the shore in order to help.

Command

In his official report Martyn Smith, deputy divisional inspector of lifeboats for the east says, 'Helmsman Pearce took firm command of the lifeboat and exhibited clear logical thought. He remained calm despite the conditions and the damage sustained by the lifeboat. He exhibited determination, courage and quite remarkable feats of seamanship. Both Ebdell and Purches also exhibited courage, determination and selflessness. Communication between the three crew was difficult because of the conditions and the fact that the crew acted as one with



little or no verbal communication is indicative of a high level of teamwork and personal initiative. To be able to work undeterred in a badly damaged lifeboat, underneath a pier in appalling conditions without regard to personal safety is nothing short of outstanding'.

'With the damaged bow now pinned down by the support a huge wave swept right over them'

The service had begun at 2356 on 7 September 1995 when coastguard auxiliary N. Gilbert called the station on VHF from near Brighton Palace Pier. Two girls had been swept into the sea, been caught by the undertow and were now trapped under the pier, some 20 yards offshore.

The Atlantic 21 inshore lifeboat *Graham Hillier and Tony Cater* was fully manned as the result of an earlier service and was



*Brighton
East Division*

launched immediately. The wind was onshore at about Force 4 to 5, but earlier in the day a SW gale had been blowing and even when the wind eased and veered north during the service the seas and surf remained high. Helmsman Pearce was surprised by their viciousness so close inshore, and the moonless night made reading them very difficult. The capsized lights and a hand held search light were used to help, but the passage to the pier was both difficult and dangerous with the conditions close to the limit for the lifeboat.

Only the approximate position of the casualties was known, so the lifeboat went through under the pier for a closer look, using a gap marked by a buoy. Once committed to the manoeuvre she had to travel at the speed of the waves, staying between two crests to avoid being caught by the following breaker. She was only some twenty yards off the beach and any misjudgement could have disastrous in the heavy, dumping surf.

Spike

As the lifeboat passed through the pier the casualties were spotted, and helmsman Pearce made a very skilful turn to approach them, keeping close to the seaward supports to give enough searoom to avoid being thrown back onto the next set. Suddenly, while manoeuvring in this confined space under the pier and being swept by heavy surf, the port sponson burst as an unseen metal spike was driven into it. The spike also caught the lifeline, and the forward securing point was ripped from the boat with a sound like a pistol shot. The bow and part of the sponson immediately deflated, leaving the lifeboat open to the seas. However, Helmsman Pearce used both throttles to slew the lifeboat head to sea, and held her there against the crossmembers to which the casualties were clinging.

Both crew members made their way forward and tried to encourage the girls



Some idea of the terrifying conditions experienced that night can be gained from this photo of dumping surf around Brighton Pier.

The lifeboat was operating among the pier supports on a pitch-dark moonless night with a 4m high swell surging through them.

to jump. The nearer girl was grabbed by Purches and brought aboard just as a wave threw the lifeboat astern, where she fell into a trough and then surged forward again, trapping Ebdell's legs under a crossmember. With the damaged bow now pinned down by the support a huge wave swept right over them. Helmsman Pearce looked down as the stern was lifted high above the trapped bow and lost sight of the damaged bow, the crew and the casualties below him. From the shore the propellers could be seen clear of the water, and the deafening noise of the racing engines could be heard clearly.

By now other lifeboatmen had arrived on the beach wearing dry suits and lifejackets and were preparing to rope themselves together and go into the surf to try to help—but the lifeboat reappeared and could be seen to be operational although damaged.

Ebdell's legs came free as the lifeboat dropped into the next trough and, as another wave passed over them, he managed to grab the arm of the second casualty. Neither crew members could see the other or the casualty, but they hung on and pulled her aboard in the following trough.

Relieved

Helmsman Pearce had lost sight of everyone and was afraid that they had gone under the pier support. If so, they would be on the opposite side of it and he would not be able to pull the lifeboat out astern. However, as the bow rose for the second or third time he was relieved to see that the two crew members were safe and that both casualties were on board.

Purches and Ebdell both shouted to the helmsman to pull clear, which he was able to do without any further damage to the lifeboat, although as they cleared the pier another wave crashed through the boat washing both crew aft. However,

they wedged themselves into secure positions between the console and the sponsons where they were able to deal with the two casualties, who were distressed and suffering from hypothermia. One of them was lapsing into unconsciousness. Crew member Ebdell was also in considerable pain from a broken finger, severe bruising and a twisted knee.

Once clear of the pier, Pearce manoeuvred into a relatively quiet area of water, where it became clear that the damage to the lifeboat was considerable, so the righting bag at the stern was inflated as a precaution while taking stock of the situation. The Atlantic was too badly damaged to continue the service unaided, she could not be beached because of the surf and the third option of going alongside the pier steps was also out of the question because of the rise and fall in the rough sea.

Traumatised

In the circumstances it was decided to wait for the arrival of the Coastguard helicopter, with a view to lifting the girls and transferring the lifeboat crew to the Newhaven all-weather lifeboat which was also on the way.

However, when the helicopter arrived it was clear that it was unwise to try and lift the casualties because of their traumatised state and the condition of the lifeboat. So, when Newhaven's Arun class lifeboat *Keith Anderson*, arrived on scene at 0047 the casualties and the Brighton lifeboatmen were taken aboard and the Atlantic taken in tow.

The casualties were landed at Brighton Marina at approximately 0120 and taken to the Royal Sussex County Hospital together with crew member Ebdell.

The damaged lifeboat was rehoused until a relief lifeboat could be placed on service – which was in place by 1200 the next day.

Minehead lifeboat men a 'tremendous help' during floods

The crew of Minehead's lifeboats and the station's shore helpers all came in for praise when some of the worst storms in living memory battered the north Somerset town for four days in late January.

Although the town's lifeboats were not used on this occasion (RNLI inshore lifeboats have been used inland!) the lifeboatmen were able to help residents put up sandbags, barricade windows and clear drains which became blocked with seaweed as the wind stayed onshore, from the east through to north-east, for successive high waters.

The local 'West Somerset Free Press' remarked that 'the town's lifeboat crews turned out to help in the battle even though they were not officially summoned' and also quoted the spokesman for the residents of one of the hardest hit areas, Quay Street, as saying: 'the lifeboatmen gave tremendous help' during the emergency, adding that 'they have an affinity with the people who live here'.

The lifeboat house, further along Quay Street, did not suffer any damage.

HEAVY SWELL IN NARROW ROCK GULLY

Difficult conditions as two casualties are taken from the shore

The rescue of two people cut off by the tide in difficult and dangerous conditions has led to Sean Baxter, the helmsman of Staithes and Runswick's Atlantic 21 lifeboat, being awarded the RNLi's Thanks inscribed on Vellum. Crew members Iain Baxter, Jason Ebison, Martin Hopkinson, David Porritt, Lee Porritt, David Springett and Michael Verrill will receive Vellum service certificates for their parts in the service on 10 September 1995.

In his official report Guy Platten, deputy divisional inspector of lifeboats for the north said: 'This was an extremely difficult service carried out with determination and courage by all involved... The decision for crew to swim ashore with a line, is obviously a risky one... However, the location of the casualties necessitated this risk and as a result two lives were undoubtedly saved.'

At about 1540 on Sunday 10 September one of the lifeboat station's helmsmen noticed two people cut off by the rising tide at the base of Penny Nab, some 500m ESE of Runswick's lifeboat station.

By 1551 the lifeboat had launched, with helmsman Sean Baxter in command a crew made up of the other helmsman, Iain Baxter, and crew members Michael Verrill, David Porritt and Lee Porritt - the two extra crew were aboard because it was likely that someone would need to be put ashore.

Narrow

The two people were on a rock ledge at the base of a 50m cliff and near to where a narrow, 15m wide, gully ran in between two rock 'scars' or ledges, Penny Steel and Scar Shootings, which extended out to sea from the base of the cliffs.

Helmsman Baxter's plan was to anchor the lifeboat in the narrow gully between the scars and veer down as close to the casualties as possible.

The Force 4 wind was more or less along the shore, but a 2m swell was coming in from the sea and could be seen breaking onto the cliff face. The tide had risen enough to cover Scar Shootings - downwind of the gully - where the combination of swell, a 4 knot tidal stream and shallow water were creating a very confused sea.

Some of Penny Steel - to windward of the gully - was still uncovered and was providing a slight lee. Running in as



close to Penny Steel as possible the anchor was let go, holding on the fourth attempt.

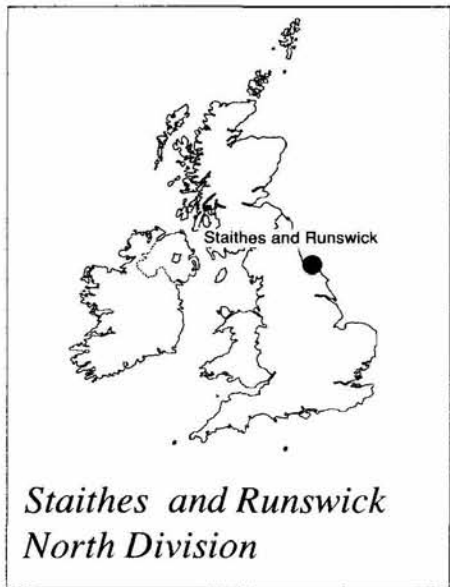
David Porritt went forward to tend the anchor line as Sean Baxter veered the lifeboat down towards the casualties until she was about 10m away, numerous rocks preventing any further progress. Crew members Iain Baxter and Michael Verrill swam ashore with a line, and showed the two casualties that they were indeed cut off, and could not reach safety.

Rougher

The transfer was likely to be wet and rough, so the lifeboat returned to collect extra drysuits and helmets. While she was back at the station helmsman Baxter decided to take a further crew member, Jason Ebison, back to assist.

The lifeboat returned to the scene and anchored again, after a further four attempts. The sea was much rougher now, and beginning to run over the top of Penny Steel which had previously given some shelter. Jason Ebison swam ashore with a line, taking the dry suits and helmets with him, but a large breaking sea hit the Atlantic, and the line was snatched from his hand. David and Lee Porritt retrieved the line before it could foul the propellers and Lee swam ashore with a replacement, despite being swept into the breaking seas by the tidal stream.

The shore party had dressed the casualties in dry suits, lifejackets and helmets when another large breaking sea approached the lifeboat. When the bow failed to rise to it helmsman Baxter realised that the anchor warp had snagged on the sea bed and was holding the bow down. He used the engine's full power to break



through the sea, parting the anchor warp at the same time, and the lifeboat was thrown almost vertical as the wave passed underneath her.

The lifeboat could now only be held in position using the engines, and, realising what was happening, the shore party began the evacuation immediately. Crewman Verrill led the casualties with Iain Baxter behind them as they were hauled out to the lifeboat.

Verrill and the casualties reached the lifeboat without incident, but as Iain Baxter approached helmsman Baxter had to apply full power to break through yet another large wave, shouting to Iain to hold on. The boat was completely engulfed as the wave broke and Iain Baxter swallowed a great deal of water.

Ashore, Lee Porritt was washed back on to the rocks by a wave and Ebison could see that the lifeboat was being hampered by the line from her stern. He let it go to give her more room to manoeuvre, and she immediately returned to the station to land the casualties.

Scrambled

Returning to the cliff with two further crew, Martin Hopkinson and David Springett, on board the lifeboat could not be anchored so helmsman Baxter put her as close to Penny Steel as he dared while the shore party scrambled as close as possible. Hopkinson swam another line ashore and the three men were hauled back towards the lifeboat.

However the lifeboat and men were all swept down wind and tide towards the rough shallows of Scar Shootings so, with the three lifeboatmen still attached to the line, helmsman Baxter manoeuvred the lifeboat back into more sheltered waters where the men were finally retrieved.

The lifeboat finally returned to her station at 1645.

Fundraiser turns dogged lifesaver!

Although it's normally the fundraisers who raise the money to provide the equipment for the lifeboat crews to use, the fundraisers can sometimes take matters into their own hands!

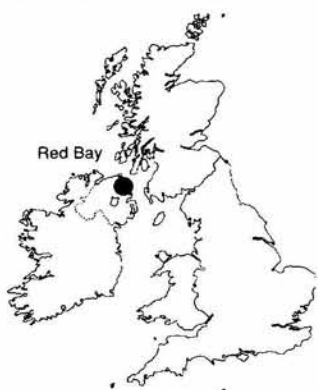
It was just as well for 'Boz' the Labrador that the recently retired chairman of the Milford on Sea branch, Michael Whatmore, decided to 'change sides'.

'Boz' was out for a Christmas Day walk when he spotted a buoy about 20 yards out to sea at Keyhaven. Having been praised for retrieving similar 'footballs' in the past 'Boz' doggedly attempted to

impress his owner by returning the buoy to the shore - complete with the mooring. Unfortunately his attempts left him exhausted and without enough strength to get back on his own.

His owners had to watch helplessly for nearly 20 minutes as he held on to the handle of the tiny buoy with his teeth, and tried ineffectually to climb onto it. They were on the verge of attempting the dangerous task of swimming out themselves when Michael Whatmore passed by on his way back to the marina and with the aid of another small boat was able to tow poor 'Boz' back to his worried owners.

The great orange case search...



Red Bay
Ireland Division



Red Bay's C class lifeboat was involved in an unusual incident last Autumn when she was involved in the hunt for four cases of oranges...

However, there was more than a little method to the madness, because the cases

had been specially jettisoned from HMS Arun off nearby Rathlin Island together with group of divers who were destined to drift around for some five hours! The object of the exercise was to discover where the oranges would go ashore and to monitor the drift of the long-suffering divers so that the tidal streams in the area could be monitored with more accuracy.

The scheme, which involved the Coastguard, Royal Engineer divers, HMS Arun, the Army Air Corps and the RAF in addition to the lifeboat was prompted by an incident last year when a German diver spent almost eight hours in the water, and a similar incident in which divers drifted for four hours before being picked up by a passing yacht.

The complicated tidal and wind influences off Rathlin and in the approaches to the North Channel made it very difficult to calculate from previously available material how far people would drift - and in fact the divers were swept no less than 14 miles from their predicted position in only four hours.

• During the exercise Red Bay lifeboat and Ballycastle coastguards were called to a real incident to recover a man from the bottom of a cliff.



Stornoway's Arun Sir Max Aitken is pictured from aboard the stranded merchant vessel *Golf Star* as the lifeboat stands by in worsening weather on 21 October 1995.

The Antigua registered *Golf Star* was on passage from Arklow to Germany when she struck rocks off Scalpay, some 28 miles south of the station.

Her crew of eight and another five salvage workers were taken off by helicopter when the weather worsened and the lifeboat was unable to get alongside the casualty. She could not be refloated before gales damaged her further and she was considered beyond economical repair.

Photo Bristow Helicopters

SWELL SWEEPS CASUALTY ON ROCKS

Tyne saves crew of five from stranded fishing vessel

Fraserburgh's Tyne class lifeboat *City of Edinburgh* was involved in a service on 11 September 1995 which although fairly short in duration was commended by the divisional inspector of lifeboats for Scotland, John Caldwell, for its seamanship and teamwork and for the coxswain's boat-handling and decisiveness in a potentially dangerous situation.

It was at 0246 on the morning of Monday 11 September that the lifeboat's second coxswain Victor Sutherland, who was on duty at the Harbour Control office, heard the skipper of the 60ft Banff-registered fishing vessel *Sovereign* call to say that his vessel was aground 1.2 miles to the west of the headland which protects the port.

The second coxswain informed the coastguard and the lifeboat station and minutes later the pagers alerted the crew.

The lifeboat was launched from her slipway in the harbour at 0259 with coxswain Albert Sutherland in command and immediately headed off to the north-west, to clear the headland and make for the casualty's position.

However another fishing vessel heard a VHF radio conversation between the lifeboat and the coastguard and called to

'Sovereign had been washed completely over the Carnbulg Briggs'

say that she was off a small headland and group of rocks called Cairnbulg Briggs – two miles to the east of the harbour - and could see the casualty aground there!

The lifeboat immediately altered course and made for the beacon which marks the outer end of the rocks and was soon able to establish radio contact with the casualty.

Although the onshore wind was only Force 3 a large swell up to 3m was pounding the vessel. *Sovereign's* crew had tried to launch a liferaft, but it had been swept away and one of the crew had lost



part of two fingers while trying to secure it. The skipper was very concerned for the safety of his crew and was convinced that the lifeboat would not be able to enter the shallow, broken water to take them off. He had asked for a helicopter evacuation – but no helicopter was available as a result of an earlier incident.

At 0309 coxswain Sutherland brought the lifeboat in towards the casualty intending an approach from the east, only to find that *Sovereign* had been washed completely over the rocks and there was no option but to approach from the west.

Although there was 21ft of water at the outer beacon the water shoaled rapidly as the lifeboat slipped into a narrow gap inside an offlying rock called the Mungo and at one stage the echo sounder showed only 2ft beneath the keel. Coxswain Sutherland shouted a warning and the crew braced themselves as the lifeboat grounded briefly and then lifted off again in the 1.5m swell.

The casualty could now be seen clearly – beam on the swell and rolling and yawing violently. Her crew was on the shelterdeck forward of the wheelhouse where they were being swamped by water and spray from the breaking swell. The lifeboat was driven close in towards the casualty's starboard shoulder and as she lifted on a swell the five men leapt aboard.

Taking the lifeboat hard astern coxswain Sutherland was able to get clear the casualty, avoid the Mungo rock and regain the safety of deep water again.

At 0321 the lifeboat returned to harbour where the casualties were landed, although she could not be rehoused because of the swell running at the base of the slipway.

When she was finally rehoused at 1845 that day she was examined for damage following the grounding, although none was found.

Just because a lifeboat has not reached her new home and been officially put on station does not stop her being a lifeboat, as these two photographs show.

The Severn class allocated to Harwich on the east coast was taking part in her 40-hour engine trials (part of every lifeboat's working up trials) in the Channel when she became involved in the two services shown here – well away from her final 'patch'.

She was in the vicinity when Plymouth's lifeboat was called to the aid of the fishing vessel *Senex Fidelis* (top) and also escorted the 24ft yacht *Thirst Quencher* (below) in gale force winds and foul weather conditions off Rame Head.

Lifeboats on passage report their position to local coastguards as they make their way along the coast and are often called on when an incident occurs as they are already at sea and can respond very quickly.



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The Royal Bank of Scotland

Salcombe's successful disasters!

The RNLI is working nationally with many safety-related bodies to promote safety at sea, but the Island Cruising Club and its local lifeboat station are already working well together...

Richard Johnstone-Bryden reports from Salcombe.

In recent years the Island Cruising Club, which is based on the picturesque Salcombe estuary in south Devon, has been developing a 'disaster weekend' with the close support of the local RNLI station. The disaster weekend is aimed at providing participants with a wide range of potentially hazardous scenarios and how to cope should they arise at sea. The weekend is a mix of theoretical training backed up wherever possible by practical exercises.

The event started as the result of a 'Trouble Shooter's' cruise devised by the RYA's Bill Anderson and Yachting Monthly magazine – first held on the ICC's yachts back in 1983 and annually ever since.

However, unlike the original week-long cruise it is now held over a weekend both on the Salcombe Estuary and, weather permitting, offshore.

From the local lifeboat crew's perspective it provides them with two good opportunities. Firstly, to practice a variety of different exercises with two vessels which present them with very different challenges, such as towing and transferring first aiders to a yacht to assist 'casualties'.

Secondly, it allows them the chance to speak to yachtsmen about some of the most common problems that they encounter while on services and how the more common failings can be avoided. At the same time the lifeboat crew instruct them in how to react if they should find themselves in the position of requiring assistance.

For the 1995 disaster weekend the ICC used two of their

three yachts from the cruising section for practical exercise. The larger of the two was the 72ft Edwardian gaff rigged schooner *Hoshi* – Japanese for 'the star of the sea'. Built at Camper and Nicholson's in 1909 she passed through the hands of a number of wealthy owners until she entered service with the ICC in 1952 – initially under a loan agreement, until the club could afford to purchase her outright. At the other end of the scale the Sadler 34 *Island Carriad* represented a typical modern cruising yacht.

The practical exercises followed a full briefing, either onboard the ICC's floating base (the former Mersey ferry *Egremont*) or the yachts. The course covered the more common disaster scenarios likely to be encountered by yachtsmen, including first aid, towing, liferaft drills, man overboard, flares and a talk about prevention of engine failure, with advice on how to remedy the situation should one occur.

Symptoms

To add to the realism of one of the first aid exercises, members of the ICC's staff were each given a brief as to what kind of 'injury' they had sustained together with its symptoms and then joined the crew of *Hoshi*. The students were given the scenario that a freak wave had broken across the deck and then went through the drill of checking themselves and the other members of the crew for injuries, diagnosing the 'symptoms' displayed and taking appropriate action. By involving the local RNLI in such events the club members gain directly from the exercises, which would be a great help should they ever be in the position of needing lifeboat assistance. More importantly there is less chance that those who have attended a disaster course will need the services of a lifeboat because they have a clear understanding of the most common reasons for a rescue being mounted and how some of those situations can be avoided.

This kind of co-operation between the ICC and the Salcombe RNLI crew is a good example of how the experience gained by RNLI crews can be incorporated into training programmes to help promote safe practice and good seamanship among the yachting community, while at the same time acting as a useful addition to a local RNLI crew training routine.

The Salcombe lifeboat, pictured here during an actual service, works closely with the Island Cruising Club at Salcombe, setting up exercises which help both the crew and its members.



Naming Ceremonies

New lifeboats named and dedicated

Relief – Atlantic 75 *Rotaract I*

On a bright November Saturday afternoon nearly 80 Rotaractors with a sprinkling of Rotarians gathered at the Poole Depot Quay for the naming ceremony of a new Atlantic 75 lifeboat, B718.

It was the culmination of four years of fundraising activities by the Rotaract Clubs of Great Britain and Ireland to mark the 25th anniversary of Rotaract in 1993. Rotaract, an acronym of Rotary in Action, was formed by Rotary in 1969 and a number of Rotary Clubs also supported the appeal to raise funds for a new lifeboat.

Anthony Oliver, deputy head of fundraising and marketing, opened the proceedings and welcomed all present before Andy Steggall, past Rotaract District 1210 Chairman, handed over the new lifeboat to the RNLI. He spoke of the many varied fundraising events that had raised money for the appeal.

Jeffery Mankertz, staff officer operations, received the new lifeboat and described its future role before the Reverend Stanley Holbrooke-Jones, Rector of Poole conducted the service of dedication.

Past District Governor, Gerry Powell, Rotary International, District 1210 in proposing a vote of thanks, paid credit to those who had conceived the idea of 'Rotaboat' as the project was known, namely Andy Keeling, Andy Steggall, Steve Powell and Tim Careless. The whole venture had been a great success.

Finally, Andy Keeling, Rotaboat Co-ordinator on behalf of all Rotaract Clubs named the lifeboat *Rotaract I*

Andy Keeling (right) bestows the name on the Atlantic 75 *Rotaract I* by pouring the traditional champagne over her bows.



Alderney – Trent *Roy Barker I*



Alderney's new Trent class lifeboat *Roy Barker I* pictured during her naming ceremony on September 18 1995 – when even torrential rain could not dampen the spirits of everyone involved!

Photo Brian Green

Alderney's new lifeboat was officially named and dedicated at a ceremony held at the station on 18 September. The new lifeboat replaced the prototype Trent, allocated to the relief fleet, which had been on station temporarily between Spring 1994 and the arrival of the new lifeboat in July 1995.

Roy Barker I was funded from the proceeds of the RNLI's biggest ever legacy from Mr Roy Barker. Mr Barker, who had made his money from farming and livestock, retired to the Channel Island of Jersey and was a keen seafarer and great supporter of the RNLI. He left the Institution £6.5m in 1993 and the legacy is invested in an

endowment trust, the interest on which should be sufficient to fund a new lifeboat carrying Mr Barker's name every three or four years.

During the ceremony, held in Alderney's small inner harbour, Mr Barker's personal assistant and companion Jane Spears officially handed over the lifeboat to the RNLI, and the naming was then carried out by HRH The Duchess of Kent.

HRH The Duchess of Kent pictured with coxswain Steve Shaw aboard *Roy Barker I* after the naming ceremony.

Photo Brian Green



Naming Ceremonies

continued

Relief Fleet – D class *Cetrek*

Cetrek presented its D class lifeboat to the RNLI at this year's London boat show where TV and stage personality Jim Davidson christened the boat *Cetrek* with the customary bottle of champagne. The event took place alongside the main pool at Earls Court and attracted a large crowd of press and TV crews.

Jim took much delight in the opportunity to spray the champagne over the gathered tabloid press.

Cetrek devoted 1995 to raising money for the purchase of the lifeboat in celebration of their 25th anniversary. Each time a boxed Cetrek product was purchased, a proportion of the sale price was set aside towards the cost of the lifeboat and its equipment.

Cetrek managing director, Geoff Warde presented a cheque for £11,750, covering the purchase of the boat, to Ian Ventham RNLI head of fundraising and marketing. Geoff commented, 'It is important for us as a company that our twenty fifth year didn't go by without celebration. We thought that it was particularly appropriate for us to set up a charity fund to provide a vessel for the RNLI, who like us, are based in Poole and perform an invaluable service to the boating public. We are sure *Cetrek* will be put to good use by the RNLI and will follow her progress over the next few years. I just hope that I don't have to call upon her services!'



Relief – D Class *Eleanor and Catherine*

Morecambe lifeboat station was the scene of the naming ceremony of relief D class lifeboat D486 on 16 September 1995.

This proved to be a quiet and intimate ceremony attended by the donors Mr and Mrs J More, Morecambe lifeboat crew and families, the Reverend G Vicars and deputy divisional inspector of lifeboats for the North, Guy Platten.

Keith Willacy, Morecambe lifeboat station honorary secretary, started proceedings and welcomed everyone before Mr James More officially handed the lifeboat over to the RNLI. Guy Platten

Relief – D class *Lawnflite*

E. P. Barrus, suppliers of Mariner outboard engines for the RNLI's D class lifeboats, know that the need for new equipment is a continuing one and therefore felt it was time to purchase their own lifeboat.

An appeal to raise funds for a D class lifeboat was initially made by the lawn and garden machinery division of Barrus, through the sales of secateurs at major gardening shows such as the RHS Chelsea flower show and BBC Gardeners world at the NEC. The balance was contributed by Barrus to ensure that the lifeboat would be in service for 1996.

At the handover of *Lawnflite*, at the

Jim Davidson and Cetrek MD Geoff Warde hold the cheque which funded the D class *Cetrek* – in which they are standing – at the London Boat Show. With them are Ian Ventham (nearest camera) the RNLI's head of fundraising and two members of Poole lifeboat crew.

accepted the lifeboat on behalf of the committee of management and invited Reverend Vicars to conduct the service of dedication.

After the service Mrs Eleanor More named the lifeboat *Eleanor and Catherine* and christened her with a bottle of champagne. Morecambe lifeboat station branch and crew then presented Mr and Mrs More with a beautifully inscribed glass vase as a memento of the day.

Finally, the lifeboat was launched and put through her paces in order to show Mr and Mrs More her capabilities.

London international boat show in January, Lt Cdr Brian Miles, director of the RNLI, thanked Robert Glen, managing director of E. P. Barrus for the lifeboat. Commander Miles also said 'The RNLI is very grateful for Barrus' continuing commitment. The RNLI has to maintain very high standards and I may say that you and your team have contributed greatly to us maintaining these high standards. May our association continue for many more years.'

Robert Glen and Ron Miller of E. P. Barrus hold the cheque which funded the D class *Lawnflite* visible behind them. Behind the cheque is RNLI director Brian Miles and flanking them are Richard Parry (left) and Andy Elton from Poole lifeboat station.



Rhyl – D class *Stafford with Rugeley*

The final chapter in the large number of September naming ceremonies saw Rhyl's new D class lifeboat officially handed over and dedicated at a ceremony at the lifeboat station on 10 September 1995.

An appeal by the RNLI's Stafford and Rugeley branch raised the £11,000 cost of the 4.9m inflatable, as well as funding equipment for Rhyl's Mersey class all-weather lifeboat.

The lifeboat was handed over to Lt Cdr Brian Miles CBE, director of the RNLI by Alan Leedham, chairman of the Stafford and Rugeley branch. Don Archer-Jones, station honorary secretary, accepted the lifeboat on behalf of Rhyl lifeboat station. Following a service of dedication conducted by the Vicar of Rhyl, Mrs Christine Hill JP named the lifeboat *Stafford with Rugeley*. The former Mayoress of Stafford and joint souvenier secretary of the branch, Mrs Hill was the successful entrant in a draw to choose the person to perform the naming.

Your LETTERS



Long lost Barometer

I have a small item in my possession which may be of interest to someone, somewhere.

Towards the end of the 1950s, I was on holiday in Folkestone, Kent and picked up, half buried in the shingle, what looked like a pocket watch. It turned out to be a barometer which looked, at first sight, as though it had served its useful life.

However, I hung it up on return and it is there to this day, faithfully recording

the daily ups and downs of the local air pressure.

The legend on the face is:-
Stuart and Mason London
Made for A and NCS Ltd
Westminster

As I have said, somewhere there may be someone to whom this may awaken memories and be of interest.

K. H. Cudmore
Suffolk

Don't say 'cheese', say 'RNLI'

If you want natural, happy-looking photographs of people, get them to say 'R-N-L-I'. The photographer sets the frame on the 'R' and the moment they say 'I' takes the picture.

'Cheese' gives a false, gritted-teeth look, whereas 'RNLI' gives a happy, relaxed look because the 'I' sound relaxes the jaw. I've proved this to be true, try it!

Mrs P.R. Duckworth
Shiplake, Oxon.

Overlapping Collections

As secretary of the Biggleswade Branch, I recently received from the eastern regional office at Hadleigh, a copy letter from the Home Office Voluntary Services Unit*.

The issue of overlapping collections has been bothering myself and the Biggleswade Committee for some considerable time and I have been advised by our eastern regional organiser that this is a common complaint.

However, it appears even after a meeting with the area organiser of Christian Aid, we still do not seem able to rectify this situation, the result of which could be that the usually generous giving public stop being generous.

I have therefore written to both our local paper and Radio in an effort to avoid overlapping collections. I feel that before the 1996 round of flag days/house-to-house collections begins again, something should be done by the various charities to avoid upsetting the public yet again this year.

Mrs M. A. Massingham
Hon. Sec. Biggleswade Branch

* Editor's Note: The letter points out the voluntary codes which are in place for the holders of exemption certificates, asking charities to liaise regarding collection dates

Richard Mann, national fundraising manager for the RNLI, replies:

Mrs Massingham raises a very good point. There have been many examples of charity flag day and house-to-house collections overlapping.

The RNLI applies to the local authority – either from the regional office or direct from the branch – for a permit for a flag day suitable for the local branch. The RNLI has a house-to-house Home Office exemption order, which means that we do not need the local authority's permission to conduct house-to-house collections during the week

up to the flag day and once a permit is granted we would expect the branch to advise their local authority and police of this.

If the local authority has allocated another house-to-house collection during that week to another charity which does not have a home office exemption then our branch should liaise with that charity to determine areas which are to be collected in, and timings for the collection.

One positive suggestion I can offer is that branches should make a point of contacting the local authority beforehand to see whether any other charity will be collecting at the same time. If so, direct communication with that charity should help to alleviate what is becoming an increasingly overcrowded collecting calendar.

Some charities do now opt for a single week for all house-to-house collections throughout the country, and we try to keep our main branches advised of these as it makes sense to avoid the major charities who will probably field a substantial number of collectors.

The RNLI has considered one, single date for all collections but has decided against it for two main reasons:-

1. Branches in holiday areas, Cornwall for example, would always want to hold their flag week during August – when all the holiday makers are there. Cities such as Birmingham on the other hand would never want to hold their flag day in August as most of the population is on holiday!

2. If we were to have one date we would have to hold at least four times the number of collecting boxes and support material which would greatly increase costs, not only for the boxes and the materials but also for warehousing. At present we are able to use our boxes at least four times during the course of a season.

Courtmacsherry memories

I was pleased to see that delightful picture of Courtmacsherry Harbour in the Winter 1995/96 issue of THE LIFEBOAT. I have spent many happy hours sailing with my father, Canon L.R. Fleming of Timobagne and also swimming to the point or beyond.

My family had a reunion there last year and I remembered that my father had been largely responsible for efforts which resulted in a new lifeboat being launched some time during the 1920s. He knew every bit of the bay and surrounding coastline, where he sailed his small 18ft centreboarder, *Lerne*.

Jane Atkins (nee Emily Fleming)
Woldingham, Surrey

Help for a model citizen

Could I make a plea for help to anyone having information on the lifeboat *George Elmy*, lost at Seaham in November 1962.

I am building a scale working model of her and a complete write up on her service between 1950 to 1972 (she went back into service after the disaster).

I would be pleased to hear from any fellow reader who may have such information.

Ron Harker
65 High Street West,
Coatham, Redcar, Cleveland TS10 1SF

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



Gone, but not forgotten



It is always sad to record the demise of a lifeboat, even if no longer in the RNLI service. The 35ft self righter *Herbert Joy*, was built in 1923 and stationed at Scarborough until 1931 and spent another six years in the relief fleet before being sold.

As a long time resident at Portsmouth's Camber Docks as *Swallow*, she succumbed to the breakers in November 1995.

Nick Hall
Burgess Hill, West Sussex

Historic lifeboat collection at Chatham

I was delighted to read that the Bristol collection will now be safely housed at Chatham under the RNLI.

I was a founder member of the ill-fated Bristol lifeboat museum and lost my money entirely. As I am a life governor, I expect I shall be able to visit the lifeboats when in Chatham, so that will compensate for my lost membership – the only one where a charity has closed.

As usual there is plenty of news in the magazine, with the usual crop of superb rescue efforts. Thank you for its continued high quality.

Iain Banks
Sleaford, Lincolnshire

Editor's note: As announced in the 'News' section of this issue of the journal the lifeboat collection in the Historic Dockyard at Chatham opens officially on the late May Bank Holiday weekend - Saturday 25 May.

In conjunction with the Historic Dockyard (itself a registered charity) we are pleased to be able to offer a special two-for-the-price-of-one ticket offer for readers of THE LIFEBOAT. Just present the special voucher below at the Dockyard Visitor Centre.

A detailed report and photographs of the whole display is planned for our Summer issue.

Thanks Fleetwood

Thank you to the crew of the Fleetwood lifeboat, who kindly came out to our assistance on Saturday 18th November.

We set off on a calm, clear, frosty morning on the 30ft cruiser *Liberty*, from Roa Island off Barrow-in-Furness to Glasson Dock. About 3 miles out of Glasson Dock, we ran out of water and had to wait for the tide to float us at 1615. We started the engine but it just kept cutting out, due to a diesel blockage. I radioed the Coastguard for advice, who came back saying that Fleetwood lifeboat would turn out to tow us in.

We were more than pleased to see the lifeboat as the weather had taken a change for the worse.

Once again, thanks to all concerned, it's good to know you're there.

Mr and Mrs Fielding
Kendal, Cumbria

(Editor's note: Mr and Mrs Fielding enclosed a generous donation with their letter, for which the RNLI is very grateful)

Ahoy shipmates!

Through past issues of 'Lost Shipmates', the magazine of the system for looking for old Royal Navy shipmates, many old pals have been reunited. Recognised by the Federation of Naval Associations and the Royal Naval Associations, I have traced many back to the Second World War and even one back to 1937.

R.N. Shipmates operates for anyone seeking an old friend from a ship or shore establishment they served on. I would be delighted to help anyone in their task of looking for old friends. I have over the years accrued thousands of current addresses of ex-Royal Navy people. Just drop me a line enclosing 2 second class stamps with your service history for my confidential and comprehensive, cross referenced, card index filing system, (someone may be looking for you!) and I will send details of this non-profit making organisation and a copy of the magazine, 'Lost shipmates'.

Mike Crowe
R.N. Shipmates, 7 Heath
Road, Lake, Sandown,
Isle of Wight PO36 8PG

THE LIFEBOAT/Historic Dockyard

Enter the first section of your postcode below and then present this voucher at the Visitor Centre at the Historic Dockyard, Chatham to obtain your discount.

NB. This section of your postcode (for example BH15 or DT1) covers a large area and does not identify you or enable you to be placed on any mailing list. It does however allow the Historic Dockyard to analyse its catchment area. Two-for-one offer applies to 2 adult or 2 child tickets only, if mixed group the most expensive category applies. This voucher may not be used in conjunction with any other offers. Not valid at special events

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PAST...AND...PRESENT

50 years ago

LIFE-BOAT BULLETIN No.24 1946

A year of peace

In the twelve months from the end of the war in Europe on 8 May 1945, life-boats rescued 677 lives. That is an average of 56 lives a month and is only 50 lives less than were rescued during the last twelve months of the war.

PERSONAL GALLANTRY

The Institution has awarded its silver medal to Robert Harland of its Whitby crew, who dived overboard from the life-boat on 23 February, in a heavy, confused sea at the harbour mouth and rescued a fisherman who had been washed out of his boat and was drifting by unconscious. The Carnegie Hero Trust Fund has awarded him an honorary certificate and £15. On that day the Whitby life-boat went out six times to the help of the fishing fleet, driven home by the gale and escorted eight of the boats across the bar and into the harbour. Coxswain Harry Murfield has been awarded the bronze medal, and he and his crew £28.

The motor mechanic at Walmer, C. P. Cavell, who won the thanks on vellum in 1945 for bringing the life-boat ashore single-handed in a rough sea, has been awarded it again for rescuing one of the crew of the life-boat who fell overboard when she was alongside a steamer. In hauling him in, Cavell was in danger himself of being crushed between the two.

BRONZE MEDAL FOR CAMPBELTOWN

On the night of 16 March, an American steamer, "Byron Darnton", went ashore on Sanda Island off the Mull of Kintyre. There the Campbeltown life-boat found her the next morning among the rocks. The life-boat had two men of island on board to pilot her. Her rudder had been damaged and her engine had broken down, but both had been temporarily repaired and - against the advice of the islanders - the Coxswain took her alongside the steamer. Although she was pounding heavily on the rocks herself, she rescued the 54 men and women on board. Coxswain Duncan Newlands has been awarded a clasp to the bronze medal which he won in 1942, and the assistant motor mechanic, Duncan Black, the thanks on vellum.

TO THE HELP OF A SUBMARINE

The submarine, "Universal", broke down in Cardigan Bay on the night of 3 February in a gale with a rough sea running and drifted out the bay for 60 miles. Four life-boats went out to her help, the St. David's boat, which helped a destroyer to get her in tow, Fishguard, New Quay and Aberystwyth. After she had drifted 60 hours, with life-boats standing by her, the commander decided to abandon her, and the Fishguard and Aberystwyth boats rescued her crew of 28 men. The Institution gave the crew of the four life-boats awards amounting to £175.

DUTCH THANKS

The Netherlands Ministers for Shipping and Foreign Affairs have sent the thanks of their Government to the Life-boat Institution and "the gallant crews of its life-boats for the services during the war by which the lives of a great number of Netherlands seamen have been saved". Life-boats went out 70 times to Dutch vessels, rescued 71 lives from them and landed another 69 men.

Today's lifeboatmen

Helmsman Ian McDowell of the St. Bees Atlantic 21 life-boat, joined the crew in 1975.

He was awarded the Institution's Bronze Medal for his leadership, skill and courage when the St. Bees' C class inshore lifeboat saved the crew of two from a grounded fishing vessel in 1993.

The casualty was swept by breaking seas on an exposed reef and the lifeboat had to beach to

make repairs after her propellers were damaged. She was able to save the men although the engines were damaged again and the two crew members had to be left ashore. Shortly after the survivors had been taken to safety, the fishing boat broke up demonstrating how perilous the operation was and that the men would have perished had the lifeboat not reached them in time.

For the same rescue, Ian and crew members Alastair Graham, Marcus Clarkson and Paul McDowell also received the prestigious Ralph Glister Award for carrying out the 'most meritorious' service of 1993.



Facts and Figures

Provisional statistics as at 15 February 1996 show that so far during 1995:

- The RNLI's lifeboats were launched 7,272 times (an average of more than 19 launches a day)
- 1,630 lives were saved (an average of more than 4 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
- 128,479 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:

4.9m D class inflatable	-	£11,000
7.5m Atlantic rigid inflatable	-	£61,250
14m Trent	-	£1,060,000
17m Severn	-	£1,410,000

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The service members receive is based on the same principle as when they began making members feel like 'one of the family'. Deliveries are sent out as quickly as possible, the vast majority of orders are processed within 24 hours of being received. Any queries or problems are handled quickly and efficiently. Information is regularly sent to members in the form of a twice-yearly *Newsletter*. These contain details of special offers, product advice, lifestyle features, prize draws and even contributions from members themselves. They also send a Christmas card to every member - all 50,000!

PRICE

Don't believe that all this quality and service comes at a cost. The most obvious fact is that **Wellbeing** vitamins and minerals and herbal remedies are great value. Plus, what sets them apart from many of their competitors is the price you see, is the price you pay. There are no hidden costs, no exorbitant charges for package and post (some other companies charge as much as £2.25 for package and post). When ordering you may use the FREEPOST facility and all orders

NEW FROM WELLBEING

The Independent Living Healthcare Range

Offers an excellent range of household and general items that are suitable for everyone, especially the elderly or those with a disability.

From Anti-slip mats to Zimmer frames, each and every item will satisfy a particular need. We have kept this range separate from the normal **Wellbeing** products for several reasons. Delivery may take longer, due to the size of these items, plus a sliding scale charge will be incurred for posting and packaging.



Please note if you have a Disability/Incapacity Allowance or are chronically sick, you can receive some selected items without paying V.A.T.

For further details and a FREE Independent Living catalogue please fill in the coupon opposite.

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way to healthy living

After your **WELLBEING**™

Order No. **43**

Wellbeing Selenium 100µg Max Antioxidant 60 Tablets per tub

Ingredients per tablet		%EC RDA
Vitamin A (833iu) (from Betacarotene)	250µg	31
Vitamin E (100iu)	67mg	670
Vitamin C	250mg	417
Vitamin B6	41mg	2050
Folacin (Folic Acid)	100µg	50
Zinc	7.5mg	50
Selenium	100µg	
L-Cysteine	60mg	
Citrus Bioflavonoids	50mg	
Recemethionine	30mg	
Ascorbyl Palmitate	25mg	

EC RDA = Recommended Daily Amount

£6.00

Order No. **28**

Wellbeing Ginkgo Biloba Extract 2000mg 60 Tablets per tub

Each tablet provides

Ginkgo Biloba Leaf extract equivalent to 2000mg.

These tablets contain a concentrated extract of Ginkgo Biloba leaves, which have been standardised to contain 24% Ginkgo Flavone Glycosides. This means the action of the herb is more controlled and predictable. This strength of tablet is the one most commonly used in recent studies concerning Ginkgo Biloba.

£8.80

Order No. **44**

Wellbeing Super Lecithin 1200mg 180 Capsules per tub

Each capsule will provide

Soya Lecithin 1200mg
From Soya Lecithin and Soya Bean Oil

£8.00

Order No. **2**

Wellbeing Co-Enzyme Q10 30mg 60 Capsules per tub

Each capsule contains

Ubiquinone (Co-Enzyme Q10) 30mg
Soya Bean Oil (Soya) 310mg

£12.75

Order No. **31**

Wellbeing Evening Primrose Oil 500mg 180 capsules per tub

Each capsule contains the International standard of a minimum 10% Gamma Linolenic Acid (GLA). This Evening Primrose Oil is cold pressed and solvent free.

Ingredients per capsule		%EC RDA
Evening Primrose Oil	500mg	
Vitamin E	10mg	100%
(d-Alpha tocopherol acetate)		

EC RDA = Recommended Daily Amount

£10.00

Order No. **34**

Wellbeing Cod Liver Oil 550mg 300 capsules per tub

Ingredients per capsule		% EC RDA
Cod Liver Oil	550mg	
Vitamin A	800µg	100
Vitamin D	5µg	100

EC RDA = Recommended Daily Amount

£6.60

FREEPOST ORDERING - NO CHARGE FOR DELIVERY

ALLOW UP TO 7 DAYS FOR DELIVERY

ORDER NUMBER	ITEMS	PRICE £ PER TUB	QTY ORD.	TOTAL
No.2	CO-ENZYME Q10 30mg	£12.75		
No.28	GINKGO BILOBA 2000mg	£8.80		
No.31	EVENING PRIMROSE OIL 500mg	£10.00		
No.34	COD LIVER OIL 550mg	£6.60		
No.43	SELENIUM 100µg Max Antioxidant	£6.00		
No.44	SUPER LECITHIN 1200mg	£8.00		

FURTHER DISCOUNTS
IF YOUR ORDER TOTALS

£30 OR MORE - TAKE OFF AN EXTRA 5%
£60 OR MORE - TAKE OFF AN EXTRA 7½%
£90 OR MORE - TAKE OFF AN EXTRA 10%

TOTAL £
LESS DISCOUNT
ORDERS OVER £50

TOTAL

I am not a Wellbeing member but would like to receive the FREE MEMBERSHIP OFFER. Please tick the box

I am an existing member, my number is _____

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Address:

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I enclose cheque / P.O. payable to Wellbeing or please debit my Access / Visa Card

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or: Phone your order quoting Visa/Access number and address

TELEPHONE CREDIT CARD HOTLINE:

0121-444 6585



Membership News

Governors • Shoreline • Storm Force

Direct debits

On the sheet that carried your address label with this journal, you will find a direct debit form. The label carries a code which is either DD-PC or NN-NA. If your code is DD-PC we hope you will consider completing this form for payment of your annual membership subscription.

It is the most trouble-free way to pay your subscription, and once set up there will be no further need to write cheques or complete credit card details for payment of your membership renewal. You remain in total control of your bank account, as payments can only be made to the RNLI in line with the amount you have agreed to subscribe and the direct debit will not be activated until your next renewal falls due. Also should future membership subscriptions be increased, we will write to inform you at least 28 days before your next renewal is due. You can then decide whether or not you wish your membership to continue at the new rate.

Paying your RNLI subscription by direct debit also considerably reduces our administration costs, which means even more of your money can be directed to support our lifeboat crews.

If you would like any further information, please do not hesitate to call our membership services office on Poole (01202) 671133.

Mailsort

On occasions, members have contacted us with some concern regarding a numerical code that is printed near their

All aboard for Storm Force!



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

address. The RNLI has a contract with the Royal Mail to benefit from reduced postage costs for mailing large quantities (over 4,000), and this code must be shown in order to receive a discount. We assure you that the RNLI never releases any names and addresses to third parties and thought it important to point out that this code is not only used by us, but also by other organisations in order to increase efficiency and save money.

Recruitment

Thanks to all of you who came to see us at the London Boat Show in January. Once again, this major event proved to be a successful way to recruit new members, with over 900 adult and Storm Force members joining or renewing.

The next event on the membership calendar is the AGM and Awards ceremony on Thursday 16 May. We look forward to seeing governors at the Barbican centre, where a range of membership insignia will be available to purchase.

Recruitment activities for this year are now well underway, with some encouraging results already achieved on a door-drop distributed in January. Our on-going campaign of inserts in selected national magazines and papers continues, bringing in many hundreds of new supporters throughout the year.

Lastly, we are testing an approach to people who have recently been rescued by a lifeboat, at a selection of stations around the coast. This is not to raise funds, but to gather information about the circumstances of their rescue through a 'rescue survey' This also gives the person rescued the opportunity to request information from us, for example on membership, or remembering the RNLI in their will. Early responses have been positive, with responders showing an interest in both areas, and in one case, making a generous donation. This will be reviewed shortly, with the aim of extending it to a greater number of stations later this year.

Supporters great and small...

An aged pussycat by the name of Muschi has recently achieved the status of assistant mechanic and received the appropriate badge as part of the RNLI's storm force membership scheme!

Muschi, who writes her own letters to RNLI headquarters, is amongst a growing number of pets including several other cats and dogs (and even a moose-head), who have become shoreline and storm force members.

Occasionally, lifeboats are called out to go to the aid of an over-enthusiastic doggy swimmer, or to assist with stranded cattle, dolphins and birds – after all, the RNLI exists to save lives at sea and our 'pet members' are safe in the knowledge that theirs are included.

However, a plea from our membership office – although this sort of membership is fun and support much appreciated, please do not inundate us with applications for Rover or Tibbles – and Pigeon fanciers, just imagine the manpower required to process memberships for an entire aviary!



Muschi, the feline storm force member, taking things easy at the grand old age of 13!

RNLB JOY AND CHARLES BEEBY

THIS LIFEBOAT WAS FUNDED FROM

THE GENEROUS BEQUEST OF

MR CHARLES BEEBY OF LONG ITCHINGTON, WARWICKSHIRE

1993

A sign of dedication and commitment.



Andrew Putt, Coxswain/Mechanic,
Ilfracombe lifeboat

The men and women who crew the lifeboats around our shores ask for no reward. They expect no thanks for their bravery. All they ask is to be provided with the boats

and equipment they need to

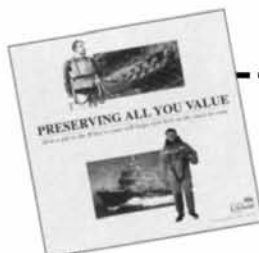
carry out their life-saving mission.

For many years now, legacy gifts from our supporters have helped these quiet heroes save lives at sea. Our new booklet, *Preserving All You Value*, explains how you can help them in the years to come – by remembering the RNLB in your will. For a free

PRESERVING ALL YOU VALUE

copy either complete and return the coupon, write to us at the address below, or call John Marshall on 01202 671133 and help preserve all you value.

Thank you.



To: John Marshall, Legacy Officer, RNLB, FREEPOST,
West Quay Road, Poole, Dorset BH15 1BR.

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

Mr/Mrs/Miss/Ms _____

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LJ6/2

Royal National
Lifeboat
Institution

High Seas

Continuing our look at lifeboat stations from the air...



Horton and Port Eynon – West Division

The delightful setting of Horton and Port Eynon, on the South Wales coast, serves to illustrate one of the benefits of the station's D class lifeboat - the ease with which it can be manoeuvred over that vast expanse of sand visible at low water! The grey roof of the boathouse (pictured below) can be seen at the end of the path leaving the top left hand corner of the car park which is just visible in the bottom right of the photograph.

Main photo (left) Ref 651279/LB2

Close-up (below) Ref 651287/LB2

Also available: Ref 651275/LB2 (more distant general view from right of main photo); Ref 651279/LB2 (medium distance, from above right of car park in close-up photo)



Weymouth – South Division



Weymouth's sheltered and relatively deep harbour enables the station's Arun class to lie afloat – visible between the piles to the right of the harbour in the centre of the main photo.

The Arun can be seen more clearly in the close-up (above), accessible by walkway from the boathouse on the quayside. An Atlantic now lies in the space between Arun and quay pending a more permanent launching system.

Main photo (left) Ref 649189/LB2

Close-up (above) Ref 649195/LB2

Also available: Ref 649186/LB2 (general view from left of main photo); Ref 649184/LB2 (general view from right of main photo); Ref 649192/LB2 (medium distance view of station from similar angle as close-up.)



(Left) Donaghadee's Arun lies snugly stern-to the South Pier just inside the harbour entrance – which is open to the north east. The way in which the harbour shoals is very evident, and regular dredging is needed to ensure there is enough water to float the Arun at all states of the tide. The waterline almost in line with the inshore end of the isolated North Pier indicates that it is almost low water. The boathouse (below) is the stone building with the pitched roof (the portable building is the harbour office) and is at the tip of the triangle of buildings visible at the root of the pier in the main photograph.

The light blue, almost circular shape at the lower right is a children's paddling pool and sitting area – created by infilling a small old inner harbour.

Main photo Ref 653272/LB2; close-up Ref 653277/LB2.

Also available: Ref 653275 (view of piers from right of main picture); Ref 653267 (more distant view from right) Ref 653268/LB2 (more distant view from seaward)



Donaghadee – Ireland Division



(left) The sands of Skegness at low water, stretching away left and right from the boathouse (almost central on the shoreline) which houses the station's carriage launched Mersey and inflatable D class. Directly behind it is the amusement park which was once the very first Butlins!

The close-up (below) shows the simple lines of the modern boathouse and the gap in the flood defences through which the lifeboat reaches the beach. The beach varies greatly and the cox'n walks it daily to find the best launching site.

Main photo Ref 638245/LB2; close-up Ref 638252/LB2.

Also available: Ref 638244/LB2 (Similar to main photo but from further to the right); Ref 638243/LB2 (Slightly offshore and to right of main picture).



Skegness – East Division

Hunting Aerofilms, is offering copies of these photographs at well below normal rates – and is donating 25% of the print price to the RNLI.

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For larger sizes contact Hunting Aerofilms direct. The area covered in any prints ordered may not exactly match the area shown here.

When ordering please follow these instructions carefully:

1. Sent orders to: **Hunting Aerofilms at Gate Studios, Station Road, Borehamwood, Hertfordshire WD6 1EJ.**

Please do not send orders or enquiries to any RNLI office or lifeboat station.

2. Quote the full **reference number** given underneath the photograph – this is the only identification of the exact negative needed.

3. State clearly the size of print required and enclose payment as shown – this **includes VAT**, post and packing and the RNLI donation.

4. Make cheques etc payable to **Hunting Aerofilms**, not the RNLI.

LIFEBOAT SERVICES

Aberdeen, Grampian
54ft Arun ON 1050: Aug 1
Relief D class: Sept 8
D class: Oct 22

Aberdovey, Gwynedd
Atlantic 21: Aug 2, 3, 10 and 12
(twice)

Abersoch, Gwynedd
Atlantic 21: Aug 4, 12, 23, 25 and
27

Aith, Shetland
52ft Arun ON 1100: Aug 13, Sept
4 and 16

Aldeburgh, Suffolk
12m Mersey ON 1193: Aug 1, 10,
12, 22, Sept 1, 25, Oct 12 and 31
D class: Aug 1, 11, 12, 16, 24, 25
and Sept 1

Alderney, Channel Islands
14m Trent ON 1199: Aug 8, 13, 15,
28, Sept 8, 10, 11, 26, Oct 5, 7 and 27

Amble, Northumberland
44ft Waveney ON 1004: Aug 24
and Sept 17
D class: Aug 8 and 28 (twice)

Angle, Dyfed
47ft Tyne ON 1114: Aug 5, 7, 9, 13,
19, 20, 21, 23, 31, Sept 3, 4 and Oct
21 (twice)
D class: Aug 22, 24, 27 (twice) and
29

Anstruther, Fife
12m Mersey ON 1174: Aug 4, 9,
22, Sept 15 and 22

Appledore, North Devon
47ft Tyne ON 1140: Aug 4, 24, Oct
21 and 30
Atlantic 21: Aug 24, 27 (twice), 28
(twice), 30 (twice), Oct 3 (twice)
and 25 (twice)
Relief Atlantic 75: Oct 3

Aran Islands, Co Galway
52ft Arun ON 1118: Aug 2, 14, 15,
18, 20, 21, Sept 24, 25, 28, 30 and
Oct 22

Arbroath, Tayside
12m Mersey ON 1194: Oct 22

Arran (Lamlash), Strathclyde
Relief C class: Aug 6, Sept 3 and 30

Arranmore, Co Donegal
47ft Tyne ON 1111: Aug 20 (twice)
and Sept 10

Atlantic College (St Donat's Castle), South Glamorgan
Atlantic 21: Aug 2 and Oct 15
Relief Atlantic 21: Oct 8

Ballycotton, Co Cork
Relief 52ft Arun ON 1077: Aug 14,
21 and Sept 25 (twice)

Ballyglass, Co Mayo
Relief 52ft Arun ON 1108: Aug 27,
Sept 23, Oct 5, 12 and 21

Baltimore, Co Cork
Relief 47ft Tyne ON 1142: Aug 5
and 18

Bangor, Co Down
Atlantic 21: Aug 6, 9, 16, 18, 20, 24,
Sept 8, 11, 15 and Oct 31

Barmouth, Gwynedd
12m Mersey ON 1185: Aug 3
(twice), Sept 2 (twice) and Oct 23
Relief D class: Aug 2 (six times), 3
(twice), 5, 6 (twice), 15, 20, Sept 18
and Oct 23

Barra Island, Western Isles
52ft Arun ON 1143: Aug 2

Barrow, Cumbria
Relief 47ft Tyne ON 1115: Aug 2,
12, 27, Sept 27 (twice) and Oct 20
Relief D class: Aug 1, 3, 12, 18, 25,
Sept 30, Oct 20, 21 and 29

Barry Dock, South Glamorgan
52ft Arun ON 1018: Aug 6, 11, 13,
22 (twice), 30, 31, Sep 10, 14, 24,
Oct 1 (twice), 8, 15 (twice) and 22
(twice)

Beaumaris, Gwynedd
Atlantic 21: Aug 7, 11, 12 (twice),
23 (twice), 26 (twice), Sept 2, 19,
23, Oct 7 and 8
Relief Atlantic 21: Oct 28

Bembridge, Isle of Wight
Relief 47ft Tyne ON 1122: Aug 2,
5, 12, 26, 27, 29 (twice), 31, Sept 2,
25, Oct 11 and 13
D class: Aug 5
Relief D class: Aug 24, 27 and Sept
2

Berwick-upon-Tweed, Northumber-
land
12m Mersey ON 1191: Sept 8
Relief 12m Mersey ON 1189: Oct
5

Blackpool, Lancashire
D class: Aug 1 (twice), 4 (twice), 5
(twice), 7 (twice), 8, 9, 10, 11 (twice),
13, 19 (twice) and Oct 26 (twice)

Blyth, Northumberland
44ft Waveney ON 1079: Aug 7
Relief 44ft Waveney ON 1001: Sept
30 and Oct 18
D class: Sept 1

Borth, Dyfed
D class: Aug 2 (twice), 3, 6, 9, 13,
18, 19 and 20 (twice)

Bridlington, Humberside
12m Mersey ON 1169: Aug 14, 22,
Sept 5, 9, Oct 4 and 17
D class: Aug 6, 16, 18 (twice), 20,
22, 25, 26 (twice), Sept 9, 10, 13, 21,
22 and Oct 28

Brighton, East Sussex
Atlantic 21: Aug 18, 19 (twice), 20
(twice), 25 (twice) and Sept 7 (three
times)
Relief Atlantic 21: Sept 8, Oct 7, 8,
10 and 23

Broughty Ferry (Dundee), Tay-
side
Relief 52ft Arun ON 1062: Aug 14
and Oct 25
Relief D class: Aug 3, 7, 14 and Oct
25

Buckie, Grampian
52ft Arun ON 1093: Aug 3, 17, 19,
23, Sept 24 and Oct 7

Bude, Cornwall
D Class: Aug 3, 8, 13, Sept 1, 10
and 11

Bundoran, Co Mayo
Atlantic 75: Aug 13 and 27

Burnham-on-Crouch, Essex
D class: Aug 6 (twice), 7, 13, 15, 26,
Sept 17, 19, Oct 9, 21 and 22

Burry Port, Dyfed
D class: Aug 1, 3, 4, 6, 11, 13, 20, 22,
25, 29, Sept 9 (twice), 14, Oct 12
and 20

Calshot, Hampshire
33ft Brede ON 1104: Aug 4, 5, 13,
Sept 17, 24 and Oct 2

Campbeltown, Strathclyde

52ft Arun ON 1059: Aug 1, 12, 25,
26, Sept 26, Oct 1 and 5
D class: Aug 24 and Oct 5

Cardigan, Dyfed
C class: Aug 3, 6 (twice), 10 (twice),
16 and 24 (twice)
Relief C class: Sept 19, 22, Oct 4,
22, 26 (twice) and 30

Clacton-on-Sea, Essex
Atlantic 21: Aug 2, 6, 9 (twice), 12
(twice), 13 (twice), 19, 24, 27
(twice), 28, Sept 1, Oct 8, 12, 19 and
21
D class: Aug 2, 18 and 20

Cleethorpes, Humberside
D class: Aug 4, 19, 20, 21 (twice),
22, Sept 1, 5 and Oct 6

Clifden, Co Galway
C class: Aug 10, 31, Sept 3 and Oct
8

Clogher Head, Co Louth
12m Mersey ON 1190: Aug 8, 19
and 30
Relief 12m Mersey ON 1162: Oct
16

Conwy, Gwynedd
D class: Aug 13, 22 and 23

Criccieth, Gwynedd
Relief Atlantic 75: Aug 2 (twice),
10 (twice), 12, 13, 16 (four times),
20, 24, 28 31 (twice), Sept 10, 15
and 22

Cromer, Norfolk
D class: Aug 1, 4, 12, Sept 26, Oct
6, 8 and 10

Cullercoats, Tyne and Wear
Atlantic 21: Aug 2 (twice), 9, 10, 11
(twice), 15, Sept 16, 30, Oct 8 and
14

Donaghadee, Co Down
52ft Arun ON 1107: Aug 20, Sept
27, Oct 15 (twice) and 29

Douglas, Isle of Man
47ft Tyne ON 1147: Aug 25

Dover, Kent
50ft Thames ON 1031: Aug 9, 18,
22 (twice), Sept 2, 11, 15, 29, 30, Oct
14, 15, 19 and 30

Dun Laoghaire, Dublin
14m Trent ON 1200: Aug 21, 26,
27, Sept 27, Oct 3, 8 and 25
D class: Aug 11 (twice)

Dunbar, Lothian
Relief 44ft Waveney ON 1006: Aug
13 (twice)
D class: Aug 13 (twice), 14, 29 and
Sept 03

Dungeness, Kent
12m Mersey ON 1186: Aug 16, 29,
Sept 11, Oct 6 and 8

Dunmore East, Co Waterford
44ft Waveney ON 1035: Aug 8
(twice), 22 and 31

Eastbourne, East Sussex
12m Mersey ON 1195: Aug 5 (three
times) and Oct 29
Relief 12m Mersey ON 1184: Aug
8, 10 (twice), 19, 25 (three times),
26, 27, 29, 30, Sept 20 (twice), 26,
Oct 2, 13 and 15
D class: Aug 6, 9 (twice), 10 (twice),
13, 24, 25 (twice), 29, Sept 20 and
Oct 15 (twice)

Exmouth, South Devon
Relief 44ft Waveney 44-001: Aug
4 (twice), 6, 24 and Sept 1

44ft Waveney ON 1045: Sept 14,
Oct 6, 8, 15 and 22
Relief D class: Aug 1, 4 (twice), 5
(twice), 10 (twice), 11, 12, 13 (three
times), 14, 16 (twice), 17, 18, 20
(twice), 22, 24, 27 (twice) and 29
D class: Sept 4, 10, 24, Oct 6 (twice),
8 (twice) and 13

Eyemouth, Borders
Relief 44ft Waveney ON 1001: Aug
11, 18 (twice) 28 and Sept 3

Falmouth, Cornwall
52ft Arun ON 1058: Aug 5 (twice),
10, 18, 22, 26, Sept 7, 10 and Oct 5
Atlantic 21: Aug 12, 26, 29 (twice),
Sept 2 (twice), 7, 29, Oct 14 and 25

Fenit, Co Kerry
52ft Arun ON 1081: Aug 2, 5, 14,
Sept 1, 2, 14, 15 and Oct 5

Filey, North Yorkshire
12m Mersey ON 1170: Oct 3 and
19
D class: Aug 6, 12 (four times), 21,
Sept 5 and Oct 9

Fishguard, Dyfed
14m Trent ON 1198: Oct 16 and 27

Flamborough, Humberside
Atlantic 75: Aug 10 (twice), 11, 14,
Sept 3, 23, 24 (twice), 30, Oct 1
(twice), 9 and 27

Fleetwood, Lancashire
47ft Tyne ON 1156: Aug 1, 6, 7, 8,
12, 23, 26, 29, Sept 22, Oct 3, 22, 26
and 29
D class: Aug 1, 13, Sept 9, 11, 23, 25
(three times)
Relief D class: Sept 29, 30, Oct 17
and 29

Flint, Clwyd
D class: Aug 2, 22, 28 and Sept 21

Fowey, Cornwall
Relief 44ft Waveney ON 1003: Aug
5, 9, 10 and 13
44ft Waveney ON 1028: Sept 11
and Oct 8

Fraserburgh, Grampian
47ft Tyne ON 1109: Aug 14, 17, 21,
28, Sept 11, 12, 24, Oct 13 (twice),
21 and 24

Girvan, Strathclyde
Relief 12m Mersey ON 1178: Aug
10 and 24
12m Mersey ON 1196: Oct 4 and
24

Great Yarmouth and Gorleston,
Norfolk
Relief 44ft Waveney ON 1002: Aug
1
44ft Waveney ON 1065: Aug 30
(three times), Sept 10 (twice), 28,
Oct 12, 18 and 26
Atlantic 21: Aug 3, 7, 8, 13, 17, 19,
22, 23, 27, 28 (twice), 30 (five times),
Sept 4, 6, 10, 25, 28, 30, Oct 6, 14, 18
and 20

Happisburgh, Norfolk
D class: Aug 12, 13, 27 and Sept 10

Hartlepool, Cleveland
44ft Waveney ON 1044: Aug 16,
28, Sept 4 (twice), 8 and 10
Relief Atlantic 21: Aug 10, 11, Sept
4 (twice) and 10 (twice)

Harwich, Essex
44ft Waveney ON 1060: Aug 16,
20, 27, Sept 1 (twice), Oct 8, 23 and
30

August, September and October 1995

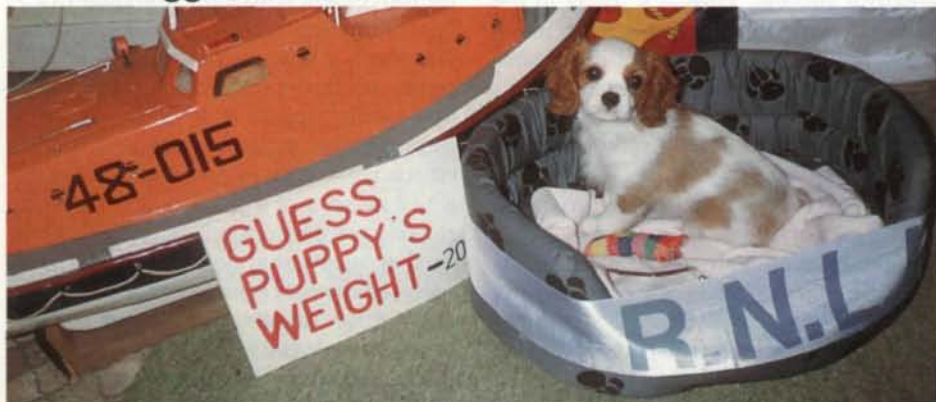
- Atlantic 21: Aug 1, 3, 4, 6, 10 (twice), 12 (four times), 16, 20 (twice), 22, 23, 24, 27 (six times), 28, Sept 1, 9, 12, 13, 16, 21, 27, Oct 1 (twice), 5, 8 and 20
- Hastings, East Sussex**
12m Mersey ON 1125: Aug 13 (three times), 25, Sept 23, 30, Oct 12, 21 and 28
D class: Aug 1, 2 (twice), 3, 4, 6, 8, 11, 12, 13 (three times), 17, 18, 19, 20 (twice), 25, 26 (twice), 30, Sept 24, 28, 30 and Oct 14
- Hayling Island, Hampshire**
Atlantic 75: Aug 4, 5, 12, 13, 18, 20, 26 (twice), 27 (twice), Sept 2, 9, 11, 12, 16, Oct 1 (three times), 11, 24 and 25
Relief Atlantic 75: Aug 15
D class: Aug 2 (three times), 6, 13, 15, 30, Sept 11, Oct 1 (twice) and 8
- Helensburgh, Strathclyde**
Atlantic 21: Aug 1 (twice), 5, 11, 13, 23, 25 (twice), 27 (twice), 29, 31, Sept 4, 10, 16, 23, 24, 30, Oct 6 and 8
- Holyhead, Gwynedd**
47ft Tyne ON 1095: Aug 2, 7, 14, 26 (four times), 28, Sept 2, 13, 22, 24, Oct 22 and 28
D class: Aug 1, 2, 11 (twice) and 14
- Horton and Port Eynon, West Glamorgan**
D class: Aug 2, 3 (twice), 5, 6, 10, 12 (twice), 13 (four times), 14, 20, 26, 27, 29, Sept 3, Oct 9 and 22
- Howth, Co Dublin**
52ft Arun ON 1113: Aug 19
D class: Aug 3, 14, 25, Sept 11 and Oct 8
- Hoylake, Merseyside**
12m Mersey ON 1163: Aug 21, 22, 25, Sept 2 and 24
- Humber, Humberside**
52ft Arun ON 1123: Aug 2, Sept 19, 22 (twice), 24, 26, 27, 29, 30 (three times), Oct 12, 21 (twice), 22 and 26
- Hunstanton, Norfolk**
Atlantic 21: Aug 2, 7 (twice), 11, 12 (three times), 16, 17, 21, 23, 27, Sept 5, 16 and Oct 6
- Ilfracombe, North Devon**
12m Mersey ON 1165: Aug 20, 23, 29, Sept 2, 10 (twice), 18 (three times) and 29
Relief D class: Aug 8 (twice), 17, 20 (twice), 24 and 29
D class: Sept 9, 18 (twice), 25 (twice), Oct 14 and 22
- Invergordon, Highland**
44ft Waveney ON 1033: Aug 4, 12 (twice), Sept 4 and 28
Relief 44ft Waveney ON 1006: Oct 8, 26 and 27
- Islay, Strathclyde**
50ft Thames ON 1032: Aug 8, 23, 24, 27, 29 and Oct 21
- Kilkeel, Co. Down**
Atlantic 21: Aug 8, 13 (twice), 19, 27, Sept 10, 11, 13, Oct 16, 28 and 29
- Kilmore Quay, Co Wexford**
12m Mersey ON 1187: Aug 4, 10 (twice), 14 and 29
- Kinghorn, Fife**
Atlantic 21: Aug 10, 14 (twice), 19, 21, Sept 02, 17 and Oct 30
- Kirkcudbright, Dumfries and Galloway**
Relief Atlantic 21: Sept 2 and Oct 27
- Kirkwall, Orkney**
52ft Arun ON 1135: Aug 18 and Sept 28
- Kyle of Lochalsh, Ross-shire**
Atlantic 21: Aug 18, 23, 31 and Sept 7
- Largs, Strathclyde**
Atlantic 21: Aug 2 (twice), 5, 6, 9, 11, 13, Sept 3, 4, Oct 1, 16, 22, 27 and 29
- Larne, Co Antrim**
D class: Aug 5 (twice), 7, 10 (twice), 16 and 20
Relief D class: Sept 30, Oct 19 and 29
- Lerwick, Shetland**
Relief 52ft Arun ON 1103: Aug 7 and 12
52ft Arun ON 1057: Aug 19, 27, Sept 15, 16, Oct 3 and 31
- Little & Broad Haven, Dyfed**
D class: Aug 1, 2, 4, 22, 25, 30, 31 and Sept 23
- Littlehampton, West Sussex**
Atlantic 21: Aug 1, 5, 6 (twice), 12, 15, 22 (twice), 23, 24, 27 (three times), 28 (twice), Sept 1 (twice), 2, 7, Oct 9 and 15
- Littlestone-on-Sea, Kent**
Atlantic 21: Aug 16 and Oct 2
- The Lizard, Cornwall**
47ft Tyne ON 1145: Aug 10, Sept 3, Oct 7 and 13
- Llandudno (Orme's Head), Gwynedd**
12m Mersey ON 1164: Aug 6, 22, Sept 19 and Oct 30
Relief D class: Aug 3, 4, 6, 12 and Oct 30
D class: Aug 26
- Lochinver, Highland**
52ft Arun ON 1144: Aug 4 (twice), Sept 26, 27, Oct 19, 20 and 25
- Looe, Cornwall**
D class: Aug 15 (twice)
Relief D class: Aug 27 and 28
- Lough Swilly (Buncrana), Co Donegal**
Atlantic 21: Oct 1
Atlantic 75: Oct 25
D class: Oct 1
- Lowestoft, Suffolk**
47ft Tyne ON 1132: Aug 1, 5, 9, 12 (twice), 13, 27, 30, 31 (twice), Sept 13, 24, Oct 4, 12 (twice), 20 and 24
- Lyme Regis, Dorset**
Atlantic 21: Aug 1, 6, 10, 12, 24, 25 (twice), 26, 27 (twice), 29 (twice), 30, Sept 9, 10 (twice), 23, Oct 5, 14 and 15
- Lymington, Hampshire**
Atlantic 21: Aug 2, 4, 5 (three times), 6, 13, 24, 26 (twice), Sept 3, 23, Oct 1, 7 and 14 (twice)
- Lytham St Annes, Lancashire**
Relief 12m Mersey ON 1192: Aug 13, 20, 24, Sept 5 and Oct 3
D class: Aug 13, 16, 20 and 24 (twice)
Relief D class: Sept 24 and Oct 12
- Mablethorpe, Lincolnshire**
D class: Aug 2, 12 (six times), 15 and 18
- Macduff, Grampian**
Atlantic 21: Aug 1, 7, 14, 31, Sept 12 and 26
- Mallaig, Highland**
52ft Arun ON 1078: Sept 4, 12, 18, 20 (twice), 23, Oct 4, 17 and 19
- Marazion, Cornwall**
D class: Aug 29, Sept 2 and 17
- Margate, Kent**
12m Mersey ON 1177: Aug 13 (twice), Sept 1, 2, 5, 12, Oct 4, 11, 20 and 21
D class: Aug 2 (twice), 3, 12, 17, 21, 27, 28, Sept 4, 8, 10, Oct 10, 12 and 27
- Minehead, Somerset**
Atlantic 75: Aug 9, 11, 12 (twice), 27, Oct 1, 2 and 20
D class: Aug 2 and 17 (twice)
Relief D class: Aug 27 and Oct 1
- Moelfre, Gwynedd**
47ft Tyne ON 1116: Aug 12, 20, 26 (three times), 27, Oct 3, 7 and 22
D class: Aug 2, 8, 9, 12 (three times), 24 (twice) and 27
Relief D class: Sept 16, Oct 5 (twice) and 22
- Montrose, Tayside**
Relief 47ft Tyne ON 1133: Aug 28, Sept 19 and 22
D class: Aug 2, 8 and Sept 22
- Morecambe, Lancashire**
D class: Aug 20
Relief D class: Sept 15
- Mudford, Dorset**
Atlantic 21: Aug 1 (twice), 5 (twice), 6, 7, 11, 12, 13 (twice), 17, 19 (twice), 26 (five times), 27 (twice), 28 (twice), 31, Sept 1, 2, 23, 25, Oct 7 and 10
- The Mumbles, West Glamorgan**
47ft Tyne ON 1096: Aug 9, 13, 30, Sept 6, 23 (twice), 28, Oct 9 (three times) and 11
D class: Aug 3, 10, 15 (twice), 18, 22, 25, 27, 28 (twice), Sept 3, 6, 8, 22, Oct 2 and 22
- Newbiggin, Northumberland**
Relief Atlantic 21: Aug 1, 5, 11, 14, Sept 22 and Oct 23
- New Brighton, Merseyside**
Atlantic 21: Aug 3, 4 (twice), 13, 23, 24, 28, Sept 3, Oct 15 and 16
Relief Atlantic 21: Oct 6 and 8
- Newcastle, Co Down**
12m Mersey ON 1188: Aug 6, 16, 19 (twice), Sept 21 and Oct 9
D class: Aug 12 and 24
- Newhaven, East Sussex**
52ft Arun ON 1106: Aug 3, 4, 5, 13, 17, 26, 28 (twice), Sept 3, 8 (twice), 20 and Oct 24 (twice)
- Newquay, Cornwall**
Atlantic 21: Aug 3, 7, 13, 16, 18, 25 (three times), 28, Sept 9, 12 and 14
D class: Aug 7, 10 (twice), 11 (four times), 13, 16, 22 (twice), 25, 27, 28, Sept 9, 14 and 22
- New Quay, Dyfed**
12m Mersey ON 1172: Aug 5, 18, 19, 25, 26 and Oct 26
D class: Aug 9 and 27
- North Berwick, Lothian**
D class: Aug 2, 9 and 13
- North Sunderland, Northumberland**
12m Mersey ON 1173: Aug 6, 13 and 26
Relief D class: Aug 13 (twice), 26, 28, 30, Sept 16, 24 and 28
- Oban, Strathclyde**
33ft Brede ON 1102: Aug 3 (twice), 8, 10, 13 (twice), 16 (twice), 18, 20, 21, 23 (twice), 25 (twice), 31, Sept 2, 6, 14, 20, 23 (twice), 26, Oct 4, 6, 8 (twice), 21, 25, 26 and 29
- Padstow, Cornwall**
47ft Tyne ON 1094: Aug 12, 13, 20, 22, 25, 31, Sept 11 and 18
- Peel, Isle of Man**
12m Mersey ON 1181: Aug 1, 23, 29 and Sept 9
Relief 12m Mersey ON 1162: Sept 10 and Oct 13
- Penarth, South Glamorgan**
Relief D class: Aug 2, 5, 7, 10 (twice), 22, 24, 27, 31, Sept 1, 10, 17, 18, 23 (twice), Oct 1, 8 (twice), 9, 21, 22 (twice) and 28
- Penlee, Cornwall**
52ft Arun ON 1085: Sept 13, 20, Oct 5, 6, 15, 20 and 26
- Peterhead, Grampian**
47ft Tyne ON 1127: Aug 17 (four times), 27, Sept 5, 27, Oct 24 and 28
- Plymouth, South Devon**
52ft Arun ON 1136: Aug 1 (twice), 4, 12, 22 (twice), 25, 26, 27, 28, Sept 3, 6, 7 (twice), 10, 12, 19 (twice), 24, 28, Oct 1, 14, 18 and 29
- Poole, Dorset**
33ft Brede ON 1089: Aug 1, 3, 4, 5 (three times), 6 (three times), 11, 15, 16, 23, 26 (four times), 27 (nine times), 28 (three times), Sept 6, 7, 18, 26 (three times), 27, 28, Oct 2, 16 (three times) and 21
Atlantic 75: Aug 1, 3, 4 (three times), 6 (four times), 7 (five times), 8, 11, 13, 15, 16, 23, 26 (six times), 27 (six times), 28 (eight times), Sept 2, 6 (three times), 7, 10, 14, 20, 26, 27, 28, 29, Oct 1, 2, 7, 13, 20 and 24 (five times)
- Portaferry, Co Down**
Atlantic 75: Aug 8, 13, 29, Sept 2, 16, 17, 19, Oct 2, 8, 15 and 24
Port Erin, Isle of Man
Relief Atlantic 21: Aug 1, 5, 19, 23 and Sept 2
- Porthcawl, Mid Glamorgan**
Relief D class: Aug 2, 3 (three times), 4, 7, 8 (twice), 9, 11 (twice), 15, 16 (twice), 17, 20 (three times), 22 (twice) and 24
D class: Sept 14 (twice), 21, 23, 28, Oct 1 (three times), 7, 8 and 15
- Porthdinllaen, Gwynedd**
47ft Tyne ON 1120: Aug 5, 12, 24 and Oct 29
- Port Isaac, Cornwall**
D class: Aug 1, 11 (twice), 15, 21, 31, Sept 10 and 22
- Portpatrick, Dumfries and Galloway**
47ft Tyne ON 1151: Aug 11, 17, 18, 25, Sept 4, 10, Oct 14 and 28

Continued overleaf

£ £ £ THE FUNDRAISERS £ £ £

Some ways of filling the coffers...

A little dogged determination...



Jazz on a different day

Cheltenham branch has recently circulated some 1,000 copies of its busy fundraising diary – but unfortunately the date of the Jazz train event, originally scheduled for 27 July 1996, has had to be changed to 3 August due to unforeseen problems.

For further information, please contact Fay Harvey on (01242) 261330.

The guests of honour at the annual RNLI coffee morning in Mayfield, East Sussex on 2 December 1995 were Keith Stevens, son of the stationmaster at Mayfield (in the days when they had a railway!) and now a member of the crew of the Selsey lifeboat, and Muffie, an eleven week old Cavalier King Charles spaniel.

Muffie's appealing looks and guess-the-weight competition (no doubt a great excuse to pick her up!) helped raise a total of some £500.

In Brief

MEMBERS of Daventry and District branch raised £993 from their flag day collections and sale of souvenirs on 29th and 30th of September. A good result considering the nearest coastline is about 100 miles away!

PAULINE Haigh of Littleborough completed a sponsored cycle ride to raise funds for the Littleborough Ladies guild. The 30-mile ride around Hollingworth Lake in Littleborough, took place on a wet, miserable day and raised £182. Pauline and her mother also raised a further £110 from making and selling shortbread.

THE ANNUAL Christmas Fair of the Filey Ladies' lifeboat guild was held on 18 November 1995 in the Concert Hall, Filey and proved even more popular than usual. The hall was bursting at the seams with people eager to spend their money at the stalls and in two hours the guild raised £1,579.

SINCE September 1993, Worthing branch has had an extremely successful shop in the town centre which has raised over £65,000 in sales. The shop closed at the end of 1995, so the RNLI would like to take this opportunity to say a big 'Thank you'.

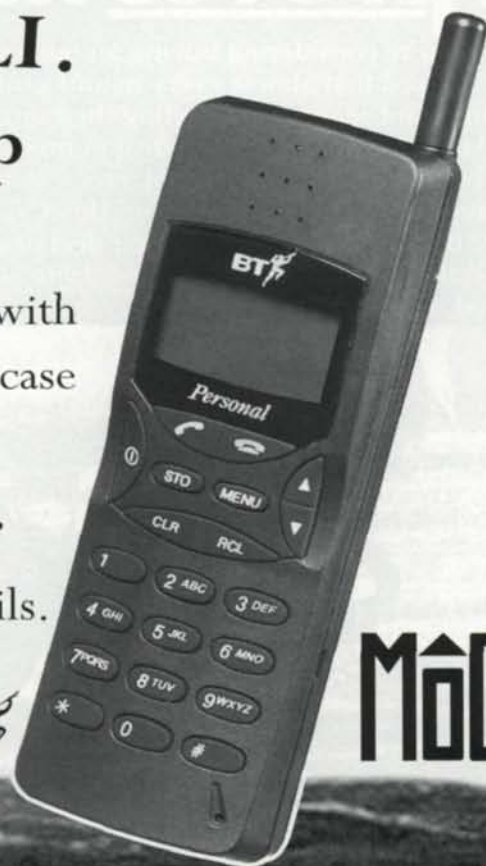
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Central fundraising up-date

Boat Show Business. The London International Boat Show proved to be very successful, with cheques to fund D class inshore lifeboats being presented to the RNLI by Jim Davidson on behalf of Cetrek, the Poole-based manufacturer of marine electronic equipment, and also by E. P. Barrus, importers of the Mariner outboard engines used by the RNLI.

The Royal Bank of Scotland presented a cheque for £67,000 – the year's income from the RBS/RNLI affinity credit card – and also announced that it would be funding an all-weather lifeboat from card proceeds for year 2000. Also at the show,

Malt 'n salt

An idea by Ian Williams, manager of Oban distillery, led to one of the most successful fundraising events ever held at Oban lifeboat station.

The distillery agreed to hold an exhibition of lifeboat work and to donate takings from their visitors centre on that day to the RNLI. Oban lifeboat, *Nottinghamshire* lay alongside the North pier, 100 yards away with ex-lifeboats, *Popular Diver* (70' Clyde class) and *Ramsey Dyce* (47' Watson) kindly brought for display by their respective owners, Bob Theakston and Keith Oliver. Other features of the day included, Marshall MacKinnon demonstrating his three working lifeboat models, three lifeboat video displays, lifeboat guild stalls and the sales of limited edition lifeboat photographs and smoked salmon. United Distillers doubled up their contribution, resulting in a magnificent £4,064 raised for lifeboat coffers.

Haven Knox-Johnson announced their new RNLI marine insurance package.

Healthy success. HMCA's insert in the Winter issue of *THE LIFEBOAT* advertising their new hospital and health care programme has turned out to be the RNLI's most successful joint promotion ever, with 3,000 applications in the first two weeks. HMCA had many enquiries from members over 65 and is now offering cover up to 75 years of age.

Model results. Sales of the Kimberly Clark-inspired models of Tyne class lifeboats has now reached nearly 100,000 – and a new initiative has just been launched

with the Scouts – of whom there are over half a million. Sales of the models within the movement will be the first stage of a 3-year campaign to fund a replacement for *The Scout*, a Waveney class lifeboat currently at Hartlepool, which was funded by a similar appeal in 1974.

Supermarket savers. Guild and branch efforts with Safeway and B&Q, where the RNLI was one of the charities of the year, raised a combined total of £125,000, while further substantial donations have been received recently from International Paint and Office Angels recruitment consultancy's employee fundraising activities.

Racing certainty. An exciting project has just been finalised with Toshiba, in which it will fund a different lifeboat crew member for each of the five legs of the BT Global Challenge Round the World Yacht Race, starting in September.

Small shares. An advertisement appears in this issue for a trial Small Share scheme. Readers may hold small shareholdings, such as Scrip dividends, which are uneconomic to sell but which might produce a useful return if combined with several other small lots.

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Celebrity cruises for cash

Celebrity Cruises' new liner *Century* visited Southampton on 5 December 1995 and a charity evening was held on board. At the end of the evening casino tokens were exchanged for charity cash and with all the proceeds going to the RNLI the Institution was £1,100 better off.

The evening was arranged well before the ship arrived, but while *Century* was travelling through the English Channel the day before a crew member was taken ill with appendicitis – and was brought ashore by lifeboat!

Free weekend

The RNLI was offered a free weekend display and collection opportunity at Thurrock Lakeside by the technical services manager Bob Tranter, who was rescued by the West Mersea lifeboat crew in August 1995.

With the help of David Lewin at West Mersea, staff from RNLI headquarters and Thurrock branch, an impressive display was mounted which included Bob's rescued 'five-oh-five' class dinghy, a display D class lifeboat, display panels, photographs and a video player.

In Brief

A dip in Black Park Lake on Boxing Day by the Apollo Venture Unit from Hedgerly, near Slough raised £300 for lifeboat coffers. Some fifteen stalwarts in festive fancy dress grouped around a camp fire on the bright, frosty morning, and while collectors rattled their tins and some 100 supporters gathered on the wooded shores of the lake the bathers plunged into the icy waters with barely perceptible hesitation!

DURING the past year the **Diabeg/Torridon**, Ross-shire Convener'ship has raised some £540 from a whist drive, donations, collecting boxes and sponsored walks. A recent sponsored walk by the grandchildren of the Convener, Mrs I Ross, raised £280.

RECENTLY two of the most enthusiastic and

hard working members of **Cheltenham** branch, Peter and Judy Smith, celebrated their golden wedding with a party for friends and relations. Invitations were endorsed – 'No presents please, we will bring along our RNLI collection box for any small donations to our favourite charity.' The sum of £301 was raised as a result.

WHEN Steve Tree died last December at the age of 87 his widow Hilda and son Stephen decided that because of his close and life-long affinity with the sea that family and friends should make a donation to the RNLI instead of floral tributes. Stephen collated the contributions and as a result the Institution was pleased to receive the sum of £400 in Steve's memory.

As part of the sea safety and PR weekend at Thurrock Lakeside, the West Mersea crew drew the crowds by re-enacting the sequence of events after a May-day call.

The weekend was extremely successful and collections amounted to some £913, plus £156 in membership subscriptions, and five new active members for the local fundraising branch.

Copy for the Fundraisers pages of the Summer issue of *The Lifeboat* should be received by Friday 10 May at the latest, and earlier if possible.

We endeavour to include as many items as possible, but regret that due to the increasing number of events we cannot guarantee publication.

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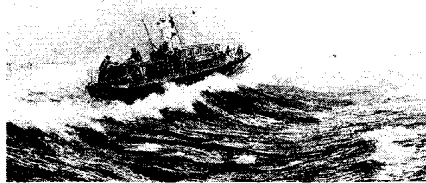
"The Padstow Lifeboat"

(750 prints) Approx. 20" x 24"

Tyne Class - "RNLI James Burroughs"

Mounted only - £39 inc. P&P (£48 overseas)

Mounted & framed - £57 inc. P&P (UK only)



"When Others Seek Shelter"

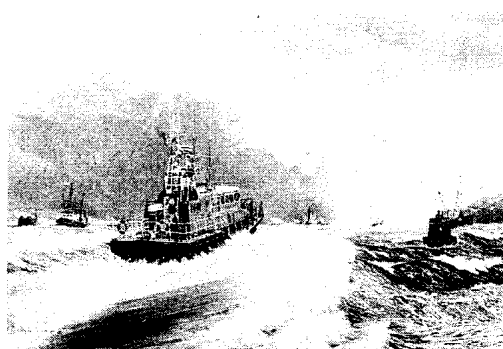
(250 prints) Approx. 23" x 29"

Trent Class -

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Appeals News

Guernsey appeal tops £1m

The Guernsey Severn lifeboat appeal, launched in 1994 to raise funds towards a Severn class lifeboat for St Peter Port, has proved extremely successful – raising in excess of the original £1m target!

At an annual meeting of the subscribers in January, Jurat L.A. Moss, chairman of Guernsey station branch and of the appeal, announced that the final total raised was £1,026,786, of which £841,957 resulted from the appeal directly and £184,829 received from legacies specifically designated towards the cost of the Severn lifeboat.

Since the launch of the appeal, fundraisers and members of the committee of management have been extremely busy attending every event including local

Humber appeal

Numerous activities have been taking place in support of the Humber lifeboat appeal in West and South Yorkshire. The Froebelian School in Horsforth, Leeds, chose the appeal as their charity for the year, raising £4,000. The pupils held several events to raise funds including a Christmas carol service, Christmas fair, harvest festival collection, sponsored events and a fish and chip evening. The children met the appeal mascot, Bevan Bear when he visited the school to collect the cheque, he also brought along the model of *Lincolnshire Poacher* to show them.

Jared Turner, aged seven, undertook the Three Peaks walk of approximately 30 miles and raised some £200 in sponsorship money.

Patrick Garrigan made a sponsored walk from Seahouses to Beadnell during his summer holiday and raised £115 in sponsorship money – Julie Mouny, area organiser for the North East, attended Patrick's cub scout evening to be presented with the cheque and enjoyed telling them more about the work of the RNLI and the Humber appeal.

shows, carnivals, a dinghy marathon, a flower festival and a dinner gala auction, and set about the task of selling some 30,000 raffle tickets.

Guernsey station branch are very grateful for the response from the public in raising this sum of money, clearly demonstrating how strongly Guernsey feels about her lifeboatmen and justifying the chosen name of the lifeboat: *Spirit of Guernsey*.

Julie was also involved in organising a Corporate golf day at the Moor Allerton Golf Club in Leeds during 1994 with the help of Graham Lawley, Senior Manager of Lloyds Bank, Vicar Lane Branch. This event raised over £4,000 for the appeal and proved so popular, that a similar event was held in September 1995. Both events together helped to raise almost £9,000 for the appeal and on both occasions Lloyds Bank, Yorkshire Area, made a donation of £1,000. Julie, accompanied by Tom Nutman, divisional inspector of lifeboats for the north, received the cheque from Graham Lawley.

Dressing for success

Naughty nuns, cheeky St. Trinians girls, Mary Quant look-alikes and Sergeant Peppers braved bitterly cold conditions on Boxing Day 1995, to take part in the Maldon, Essex rowing event to raise funds for the RNLI.

More than 35 boats, with over 100 rowers, took part in the 5 kilometre row on the river Blackwater, which has become an annual event at Christmas or New Year for 25 years. The event is run by the Maldon Little Ship Club and thousands are raised for charity every year.

A total of £6,000 was raised this time and the trophy for the boat sponsored for the most money went to the all-ladies group, the Hythe Hookers. The inshore lifeboat from West Mersea was in attendance and Maldon and district RNLI organiser, Ken Harrington declared it another successful and profitable event.



Winning rowers the Hythe Hookers – pictured with the Sergeant Peppers!

Fayre deal for Marlow...

The Marlow branch had a successful year of fundraising in 1995, taking their income to a record £11,000.

Last year saw two new events – a May fayre which brought in over £1,400 and was hosted by their president, Patricia Greene (Jill Archer of radio's 'The Archers') and a bowls afternoon with cream teas, adding another £417.

The most successful event by far was the traditional Marlow grand prix raft race, which took place on a very wet Sunday in September. Despite the deluge 36 enthusiastic competitors rowed, pedalled and urged their weird and wonderful craft along while assaulting their opponents with water and flour bombs!

There were winners in a number of classes but the most notable were Staples UK who have raised the magnificent sum of £2,610 in sponsorship, and a team of physically and visually disabled people from Rugby. The grand total raised was £4,678.84. The 1996 raft race promises to be an event not to be missed – Sunday 8 September from 11.00 am. Entry forms are available from Joe Dormer, Quarry Court, Quarry Road, Marlow SL7 1RF.



Bevan Bear, the Humber lifeboat appeal's mascot visits the children of the Froebelian School in Horsforth, Leeds.
Photo Yorkshire Evening Post



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

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A FOUNDING MEMBER OF THE FUNERAL PLANNING COUNCIL

Mursley's mussels

There was something fishy going on in the tiny village of Mursley, North Buckinghamshire last month as villagers went trawling for cash using sea-fresh Norfolk mussels as bait.

The catch was superb – over £1,000 was netted at a mussel supper organised by villager Chris Jones in the village hall, which was divided between the local first school and the RNLI.

One hundred and twenty diners consumed nearly four hundredweight of mussels, bought RNLI goods and auctioned seafood items, resulting in Graham Styles, treasurer of the Winslow branch, receiving a cheque for more than £500 for RNLI funds.

New-born branch

Although Porthleven has had a lifeboat day committee for 20 years, raising over £50,000 during that time, the branch has only existed for a year.

The distillers of Glenmorangie whisky, Macdonald and Muir of Ross-shire, helped the branch's first year fundraising efforts by donating a limited edition stone flagon containing their finest 21-year-old whisky.

Linda Skinner, manager of Glenmorangie distillery visitor centre, presented fundraisers, Michael Carter and George Shipman with this collector's item. In return and in thanks for the distillery's help, there now hangs in the visitor centre, a RNLI plaque and a picture of the Penlee lifeboat, *Mabel Alice* on exercise with a SAR helicopter from RNAS Culdrose.

The draw, limited to 50 tickets, raised a total of £310 and took place in December 1995. The Flagon was won by Paul Clark of Porthleven, who is a keen supporter of the local Lifeboat day.

Pushing the boat out for Lyme Regis



Warminster mayor Ann Coventry launching the sponsored boat push, along with club members.

It's amazing what lengths some divers will go to in order to boost the coffers of the RNLI.

A group of members from West Wilts sub aqua club chose a fancy dress boat push through five towns – raising cash and eyebrows as they went!

The fabulous frogmen (and women) tackled the task wearing a motley selection of watery weeds, chosen to represent all those likely to call on the RNLI – such

as divers, sailors, fishermen, canoeists and surfers.

They heave-hoed their craft through Warminster, Westbury Trowbridge, Melksham and Bradford on Avon, with gratefully received support from Aqua leisure specialist sports of Melksham and local radio station GWR-FM.

£236 was raised for the RNLI and a cheque was consequently handed over to the Lyme Regis lifeboat station.

A special auction

In October 1995, Stephen Franks and Michael Keggan, crew members of the Port St Mary lifeboat, suggested organising a combined raffle and auction to raise funds for the RNLI and the special needs unit at the local school. The event was organised and promoted by the lifeboat crew in conjunction with one of the local hotels, at which the event would be held.

Steve and Michael obtained most of the prizes and auction items with assistance from the crew and these included a portable colour television, airline flight coupons and hotel accommodation donated by local companies.

On the night a veritable mountain of items was auctioned to a packed and extremely generous audience. The people of Port St Mary responded well – two of them even had all of their hair publicly shaved off in return for sponsorship!

The result was a grand total of £3,950 and the lifeboat treasurer subsequently received a cheque for £1,975 with a cheque for the same amount being presented to Port St. Mary school special unit.

Our man in Towcester

Despite suffering a stroke some 10 years ago, wheelchair bound Colin Baldry remains as the RNLI's 'man in Towcester'. Colin, pictured here with Mrs Dora Gamble on Towcester flag day last year, does not get out of his home very often but enjoys his time sitting outside the local bank, collecting for the Institution and talking to the many people that know him.

Bill Leech, RNLI area organiser for the eastern region, organises the annual collection and Colin and Mrs Gamble together with her husband are just two of the small, dedicated group which joins them on the day.



The closing date for Fundraising items for the Summer issue of THE LIFEBOAT is 17 May 1996 but earlier if possible

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There is a very famous saying "Never look a gift horse in the mouth" AND this is one of those opportunities that may never come your way again. We have secured a massive quantity of these super quality poly-cotton shirts and are offering every reader of this publication the chance to purchase 4 for an unheard of low price. YES! 4 excellent quality poly-cotton shirts from just £29.96. That's less than £7.50 each.

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Full of Eastern promise

RNLI supporters from Eastern Saudi Arabia, held their fourth annual fundraiser for 1995, which proved to be another outstanding success.

The event featured various stalls and a raffle, and was held in a 'nice and cool' 90°F in Jenny and Grayham Tucker's garden. An extremely good time was had by all, and several guests cannot remember the time the event ended - or actually leaving. There was a moment of panic when it was thought the amber nectar had run out, but a couple more cases were located in one of the bedrooms and disaster was averted!

The turn-out was excellent - attracting an estimated 200 people and raising a grand total of 19,6339.85 Rials or some £3,300.

A donation was also received from a local charitable group and sponsors included British Airways, P&O European Ferries, The Regency Intercontinental Hotel, The Diplomat Hotel and Arabian Foods.

Sadly this is the last year organising the event for Don Noakes, as he has to retire but he has left the job in capable hands for the future.

Taken for a ride!



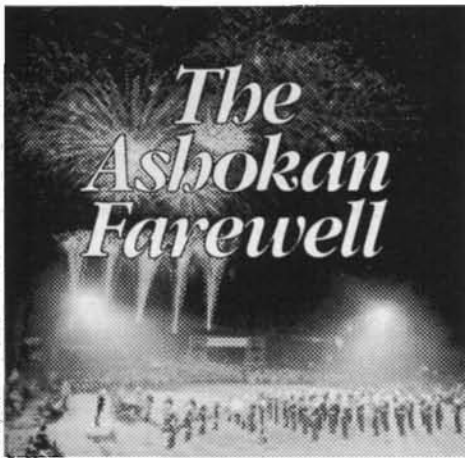
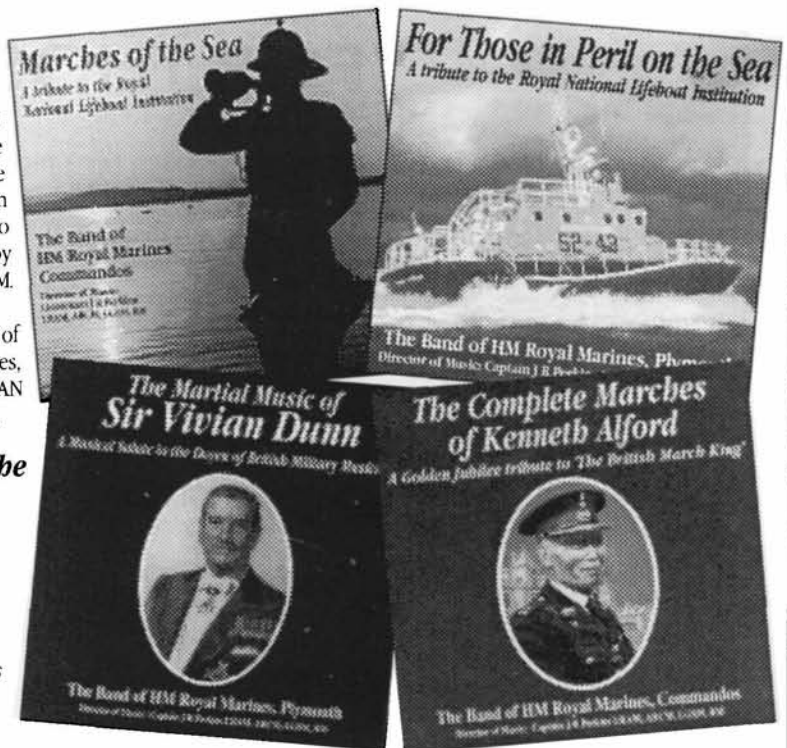
Michael Gray, pictured meeting crew and station personnel at Cullercoats lifeboat station shortly before completing his sponsored cycle ride, cycled from Surbiton, Surrey, to Newcastle-upon-Tyne last September, raising £189 on behalf of Surbiton branch.

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.

You can play them, enjoy them and help our lifeboatmen at the same time! All profits from RNLI sales go to the Institution!



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People and Places

around and about the RNLI

New Year's Honours

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

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Blyth – Trent class 14-06 (ON 1204) *Windsor Runner (Civil Service No 42)* on 1 December 1995

Dunbar – Trent class 14-09 (ON 1207) *Sir Ronald Pechell Bt* on 17 December 1995

INSHORE

St. Bees – B719 *Percy Henry Patmore* on 14 December 1995

Kinghorn – B720 *Frederick Robertson* on 12 December 1995

New Brighton – B721 *Rock Light 9* January 1996

Porthcawl – B549 *Blenwatch* 16 February 1996

MBE: Dr Alastair Baird
Chairman of Portpatrick station branch

MBE: Mrs Iris Brookes
Honorary secretary of Cannock and Burntwood branch

MBE: Mr John Burgess
Member of Sheringham station branch committee

MBE: Mr Tony West
Former second coxswain/mechanic of Lytham St Annes lifeboat

Mr Raymond James Taylor, station honorary secretary at Cullercoats, was awarded the MBE in the 1995 Birthday Honours List for services to the RNLI. Mr Taylor is due to retire shortly after 50 years service to the RNLI.

Ben Tart of Dungeness

We are sad to report the death of Ben Tart, one of the most well-known lifeboat coxswains of the East coast, who gave some 50 years service to the RNLI.

Born in Dungeness in January 1915, Ben followed the natural career direction when he left school and went fishing. At the age of 23 he joined the crew of Dungeness lifeboat, the 41ft Watson beach class lifeboat *Charles Cooper Henderson*.

In 1939, with England at war and wanting to do his bit, Ben volunteered for the Royal Navy, but because of the importance of his job, he was asked to continue fishing.

In 1946 Ben was appointed bowman of the lifeboat and five years later second coxswain in which capacity he served for twenty-two years – becoming Coxswain in 1965 – and following in the footsteps of Tarts before him. During this time, Dungeness lifeboat launched 393 times and saved 152 lives.

Ben was awarded the Silver Medal of the Institution and the Maud Smith Award for the bravest act of lifesaving in 1974 when the lifeboat went to the aid of the motor vessel, *Merc Texco* in hurricane force winds.

Ben retired in 1975, after 37 years dedicated sea service to the RNLI.



'FOR THOSE IN PERIL'

Introducing two unique bronzes created for Members of the RNLI by Military Artist Peter Hicks.

Both illustrate splendidly the character, style of dress and equipment as worn during those early days.

The Coxswain
Height 9 1/2" (240mm)

RNLI circa 1900
Height 15 1/2" (395mm)



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Lifeboat lottery tops £5m!

Scott Mean, Rob Murray, Steve Fletcher and Mike McElhatton, stars of AFC Bournemouth drew the winning tickets of the 72nd lifeboat lottery on 31 January 1996.

The first prize was a Volvo car to the value of £12,500 which had been donated by Volvo Car UK. The car was won by Mr and Mrs Ward of High Wycombe and by coincidence AFC Bournemouth played Wycombe Wanderers in a football league match at home three days after the draw – and lost. That was two wins to Wycombe in a week...

Ray Kipling, deputy director and Anthony Oliver, deputy head of fundraising and marketing supervised the draw which raised £157,616.50 and brought the total amount raised since the RNLI

lifeboat lottery started in 1977, to just over £5m.

This quarter's draw raised £44,000 more than the previous one in October and was £4,000 up on the draw in January 1995 – the first time that RNLI lottery takings have been up since the National lottery began.

The tickets for the draw were pulled from the boot of a Volvo car loaned for the occasion by local dealers, Page Motors. Before the draw the opportunity was taken to photograph the car alongside the new Great Yarmouth and Gorleston Trent class lifeboat *Samarbeta* – which has been funded by the joint RNLI/Volvo promotion. By happy coincidence the draw coincided with the week the lifeboat crew were in Poole for training.

The cash prize winners were:



Mike McElhatton of AFC Bournemouth prepares to draw the first prize ticket from the boot of the Volvo outside the RNLI's Poole HQ.

£1,000 Mrs J. F. Mackechnie, Burton-on-Trent, Staffs

£500 Mr G. A. Walker, Strathaven, Lanarkshire

£250 Mr C. P. Black, Headley, Hants. £100 Mr P.

O'Connor, Felixstowe, Suffolk; Mr and Mrs J. Braid, Cheltenham, Glos; Miss M.

Green, Hatton, Derby; Mr M. Franklin, Bedworth, Warks.

£50 Mrs M. Elvins, Beuchamp, Shelsey; Mr T. H. Sheldon, St Albans, Herts; Mrs W. Allen, Cirencester, Glos; Mr M. Mair, Barnet, Herts; Lt Col and Mrs D. I. Mackenzie, Farnham, Surrey.

Obituaries

With deep regret we record the following deaths:

November 1995

Mrs Maggie May (Pinnie) Howells MBE, a founder member of Tenby ladies' lifeboat guild. In 1939 she was chairman of the guild and later president from 1975 to 1994. Mrs Howells was awarded a statuette in 1987 and received a certificate of appreciation in 1995.

Joan Winifred Marjorie Hill, president of the Peel ladies' lifeboat guild. Joan joined the Peel ladies' lifeboat guild in 1955 as treasurer and served until 1982. During her period of service she was also chairman and latterly president.

December 1995

Mrs E.D. Llewellyn Thomas, chairman of the Tenby ladies' lifeboat guild from 1971 to 1989. Mrs Thomas was awarded a silver medal.

Mr Norman Phillips, chairman on the Orpington branch. Norman joined as a committee member in 1985 and was elected chairman in 1986. A silver badge was presented to him in 1995.

January 1996

Admiral Sir Rae McKaig KCBE, member of the committee of management since 1984 and member of the search and res-

cue committee since 1987.

Mrs Royston (Estelle) Townend, former area organiser for North London district, member of the Central London committee and flag day organiser for Victoria Station. Estelle was awarded a framed certificate of thanks in 1983 and in 1991 a statuette was awarded jointly to both Mr and Mrs Townend.

Mrs Margaret (Peg) Braithwaite MBE, president of the Barrow ladies' lifeboat guild. Mrs Braithwaite has been a member of the guild since 1969 and became president in 1994. She was awarded an MBE in 1984.

Mrs EM Miller-Barstow OBE MA JP DSTJ, President of the Weston-super-mare station branch from 1980 to 1996.

Lt Cdr Donald McLauchlan MBE RN (RETD). Don joined the committee of Wimbledon branch as honorary treasurer in 1986. He was awarded the Institution's certificate of thanks in 1996.

Miss Elsie Moberly, a founder member of Appledore ladies' lifeboat guild in 1931. Miss Moberly was appointed honorary secretary in 1933, a position that she held until 1980. In 1970 she was awarded a gold badge in recognition of her 30 years service as honorary secretary.

The kiwi connection

For many years there has been a strong link between the RNLI and its foreign cousin, the New Zealand Volunteer Coastguard Association – which has acquired no less than three former RNLI lifeboats.

The link was further forged in November 1995 when Oban lifeboat coxswain, Patrick Maclean and his wife were on holiday in New Zealand and visited three lifeboat stations, while on the same day former Oban crew member, now deputy launching authority, Willie Melville, also on holiday with his wife, visited Nelson and Greymouth lifeboats.

Both Macleans and Melvilles were most hospitably entertained when in Nelson, by Mr Harold Mason and his wife,

G'day clobber!

Betty. Mr Mason, vice president of the New Zealand Volunteer Coastguard Association, was deeply involved in negotiations with the RNLI regarding the purchase of the lifeboats and hopes to re-visit his friends in Girvan and Oban in the future.

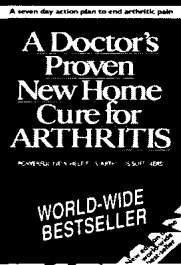
Dave Jones, RNLI senior area organiser for the south west, met Trevor Gifford of the Australian Volunteer Coastguard Association Inc, when on a recent holiday in Perth. The organisation, of which Trevor is President, is co-ordinated by the Water Police headquarters at Freemantle and covers some 2,500 miles of coastline with 28 lifeboats – all manned by voluntary crews.

Mr Gifford, who has also visited the RNLI's headquarters at Poole, expressed great admiration for the work of the Institution as he accomplished his last official function as President by exchanging pennants with Dave.



Dave Jones (right) pictured with Trevor Gifford performing his final duty as President of the Australian Volunteer Coastguard by exchanging pennants. See story, left.

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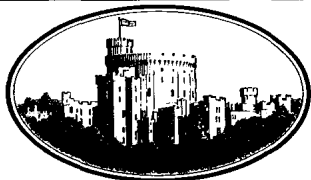
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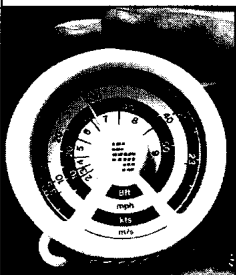
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