

The Lifeboat



Summer 1996

Lifeboat museum preview

The Annual Meetings

Vellum services



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Howard Youdan B.E.M.
Retired Police Sergeant Shoreline
Member

A handwritten signature in black ink, appearing to read 'Howard Youdan'.

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The Lifeboat

Summer 1996



Lifeboats

Royal National Lifeboat Institution

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COVER PICTURE

by

Joanne O'Brien/Format

The medallists at the 1996 Presentation of Awards, pictured at Tower Bridge before the ceremony. With them are the family rescued by Little and Broad Haven's D class and the two girls plucked to safety from under the pier by Brighton's Atlantic.

Next Issue: The Autumn issue of THE LIFEBOAT will appear in September 1996. News items should be received by 13 August 1996, but earlier if possible.

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

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

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

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

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NEWSPOINT

At this year's Annual General Meeting in London, reported elsewhere in this issue the Institution's Chairman, Sir Michael Vernon, reported yet another record year for lifeboat launches in the previous year - a report that he has been able to make at each of the seven meetings he has addressed during his tenure in the office!

This year however there was a subtle difference in the pattern of call-outs, with large increases in categories outside the traditional 'customers' of fishermen, commercial vessels and pleasure boats.

The hot and generally gentle summer of 1995 had led to big increases in the number of calls to swimmers, people cut off by the tide and 'manually propelled pleasure craft' - an RNLI category which includes such things as beach inflatables. It could safely be said that never before has the RNLI rescued so many inflatable teeth, lobsters and other strange devices!

The lesson is that the lifeboat service is vital to everyone - even though they may think they are unlikely to need it. Indeed one Cornish inshore lifeboat did not launch to any kind of vessel all summer - its return for the year showing 100% of services to 'Persons and Others'.

The National Collection of Lifeboats which recently opened at Chatham, and which is also reported in this issue, looks back to a different era and to different casualties. But although times, lifeboats and casualty patterns may change, 1995's statistics show that the RNLI continues to be as relevant today as at any time in its history.

Shipshape in Bristol fashion

The RNLI made sure that it was represented at the Bristol Festival of the Sea over the late Spring Bank Holiday weekend - with a fundraising stand ashore and an Atlantic - funded by the organisers - providing safety cover for the vessels as they arrived. One of her tasks involved helping in the much-publicised incident when the training ship *Royalist* decided to take a rest on a shoal during her passage up to the docks.

In weather which varied from atrocious to pleasant vast numbers of visitors were given the opportunity to contribute to RNLI funds.

The European Charity Premiere of the new Muppet film, *Muppet Treasure Island*, was also held in aid of the Institution (plus 90% of the takings at the City's Odeon that night) which gave the regional manager for the south west, Andrew Young, the added bonus of meeting his favourite film star - Miss Piggy!

The size of the crowds and the great atmosphere at the event is borne out by information from a usually reliable source who tells us that all of the local pubs ran out of beer on the final night!

Square deal for lifeboat

It may not be at all unusual for a helicopter and lifeboat to work together - but it is certainly unusual for them to do it in Trafalgar Square in central London!

However, in the early hours

of 12 March an RAF Sea King landed in the square (to the bewilderment of the pigeons no doubt) for a five-hour roost with an Atlantic 75 for a static display in support of the RNLI's largest lifeboat day collection throughout Greater London.

The event brought the week-long collection - carried out by an army of some 3,000 volunteers - to an end and raised some £250,000.

There is no record as to whether any visitors tried to feed the giant pigeon...

Getting Prepared

The Scout Association is to run an appeal over the next three years which aims to help fund a lifeboat to replace the Waveney class *The Scout* which is currently stationed at Hartlepool and which will probably leave RNLI service in 1997.

The Scout Association has some 538,000 young people and more than 100,000 leaders in over 10,000 groups, so the appeal will also help raise the awareness among the young.

Coxswain turns inspector

Andrew Ashton, ex-coxswain of Lytham St Annes lifeboat, has been appointed deputy divisional inspector of lifeboats for the West division.

This is the first time in some 20 years that a volunteer lifeboat coxswain has become a lifeboat inspector, the last being Les Vipond, ex-coxswain of Blyth lifeboat who became

an inspector in April 1975.

Andrew joined the Lytham St Annes lifeboat crew in March 1985 and was coxswain from May 1988 until October 1995 when he joined the RNLI full-time to begin a series of 'on the job' training visits around the UK before taking up his appointment on 2 January 1996.

Road to the point not to be Spurned

The road to the Humber lifeboat station at Spurn Point has been re-instated after a section was washed away during the severe storms in February.

A 700m length of roadway had to be constructed, with the expense shared with the Humber Pilots, the only other inhabitants of the isolated headland.

Although the RNLI village had to rely on four-wheel drive vehicles for some two months they were self-sufficient in electricity, water and fuel as facilities had been installed in anticipation of such a breach.

Humber's strategic position - because of its isolation it is the only RNLI station to have a full-time crew - means that it must remain open, and further damage to the roadway is quite possible.

All of the parties involved with the headland have formed a Forum which is working towards an agreement about future routes and outline planning permission which will allow any future breaches of the roadway to be rapidly replaced.

Net benefit to the RNLI

The Institution is to sponsor the first survey of non-profit organisations which aims to evaluate the benefit of investing in the Internet - the global computer network.

The Institute of Charity Fundraising Managers is distributing the survey in the UK and it is, of course, also available on the Internet.

The RNLI's PC Support Manager, Shirley Cook, is conducting the survey, which will include more than 3,000 non-profit organisations as part of an MSc in Information Technology.

'Many people,' she said, 'who have involvement and interest in both charities and the Internet think that the results will be of great value to non-profit organisations.'

The survey's Internet address is: <http://www.bucc.co.uk/vbp/survey>



Medallist calls the shots

The internationally acclaimed marine photographer Rick Tomlinson renewed his acquaintance with the RNLI earlier this year when he photographed the lifeboats at a selection of lifeboat stations ranging from the Channel Islands in the South to Girvan in Scotland.

Rick has already provided the RNLI with a series of spectacular photographs of Irish lifeboats and his magical timing with the shutter button has added yet more exciting images to the RNLI's photo library.

Although he was shooting partly for his own calendars Rick, a former crew member at Port St Mary, and the RNLI were able to obtain sponsor-



Catching the moment – Rick Tomlinson's shot of Fishguard's Trent class *Blue Peter VII* Photo Rick Tomlinson/Jameson's Irish Whiskey

ship from Jameson's Irish Whiskey so that the photographs – although the best that money could buy – are absolutely free to the Institution.

During his 1991 Rothmans-sponsored session with Irish

RNLI lifeboats Rick's own well-equipped rigid inflatable camera boat was involved in a service with Lough Swilly's D class inflatable – an action which earned him the RNLI's Bronze Medal for Gallantry.

It's good to talk!

The telephone number of RNLI HQ changed at the end of April 1996 and the main switchboard is now:

Poole (01202) 663000

A recorded message will remind callers to the old number of the change for the foreseeable future.

- Callers who know the extension they require can call it directly by putting '66' in front of the new four figure extension number. For example the direct line to THE LIFEBOAT'S Editorial desk is 663188.

- Some extensions have 'voicemail' – callers can leave a message on the extension concerned.

The Royal National Lifeboat Collection at the Historic Dockyard, Chatham



The Royal National Lifeboat Collection, which is previewed in this issue, is housed in a new display at the Historic Dockyard at Chatham.

The voucher below enables readers of THE LIFEBOAT to take advantage of a special two-for-the-price-of-one offer on entry tickets to the Historic Dockyard. The entry price includes all of the displays and attractions at the Dockyard, including the well-known Wooden Walls, which traces the history of wood ship building at the yard, and the ropewalk. There has never been a better opportunity to view the Collection and see the other maritime attractions on the 80-acre site.

Allow yourself plenty of time at the Dockyard, there is still a lot to see when you have finished your tour of Lifeboat!

Duck or Grouse?

For the past few years an American, Mr J. P. Young, has made a donation to the RNLI for the specific purpose of making a gift of whisky to lifeboat crews.

Mr Young, from California, has donated enough money for every lifeboat station to receive five bottles of Famous Grouse whisky. Stations from Walmer to Hunstanton received their second delivery during the past winter – which no doubt helped keep them warm during the cold snap!

The Lifeboat on audio 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 .

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

Your Postcode Valid until 31 October 1996

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Meeting

... at the RNLI's

The RNLI's annual meetings – the AGM and Presentation of Awards – were held on 16 May at the Barbican, in the City of London, for the second year running. The 'new' venue provides enough space for the Institution to set up several displays to illustrate its work, and a souvenir stall which was once again thronged in the time between the meetings. Although the weather gave little hint of the busy Summer to come the whole occasion was once again rated a resounding success.

The Annual General Meeting

The Annual General meeting in the morning marked Sir Michael Vernon's final appearance in the chair as, after seven years as Chairman he stood down the following month.

Having confirmed the minutes of last year's meeting Sir Michael began his report by paying tribute to the Duke of Atholl, his predecessor as Chairman, who had died in February and who had been Chairman for 10 years.

Sir Michael also took the opportunity to reflect on the changes which had taken place in the RNLI since he first became involved in 1963 – when inshore lifeboats were making their first appearance and 850 launches signified a busy year for the lifeboat crews.

Since Sir Michael had first taken the chair at an AGM, he remarked, he had been able to announce a new record for lifeboat launches on every occasion – with the figure now standing at 7,312 – more than 1,000 up on the previous year. In August, for example, lifeboats answered a staggering average of 53 calls each day.

In those same seven years five new all-weather lifeboat stations had been opened and 25 more inshore lifeboats stationed around the coast.

People

Behind the bald statistics were the people who made it happen. Remarkably, with such a heavy burden, it was still possible to rely on volunteers and that there was no sign of their numbers diminishing. Nevertheless the Chairman believed that the RNLI must do all it can to help with the prevention of accidents, adding that he believed the new fast lifeboats were already playing a preventative role. By reaching the scene earlier some people who would have been a 'lives saved' statistic are being helped before the situation became critical.

The Annual Report for the year also brought out some interesting trends, the Chairman noted. Among the reports of services leading to Thanks on Vellum or Medals there were, among the more traditional services to fishing vessels and pleasure craft, the rescue of 150 passengers from a high speed ferry, a family in a small dinghy and no less than five services in which the casualties had never intended to go onto or into the sea at all. Among these was the service by Brighton lifeboat, when she rescued two girls swept off the beach and under a pier.

This serves to show that anyone may need the lifeboat service, said Sir Michael, who was sure that the fundraisers would not be slow in pointing this out to the general public.

Just as the crews adapt to the changing and growing demands of the jobs, so too do the boats and equipment. Since 1989 the new Mersey had replaced the last of the 9-knot lifeboats, a slightly larger and faster Atlantic had been introduced and the

most recent fulfilment of the quest for 25-knot all-weather lifeboats has seen the creation of the Trent and Severn classes.

It was, said Sir Michael, important to realise why it was necessary to introduce this latest technology. Apart from the obvious advantages of the increased speed the Severn, for example, had survivor accommodation suited to mass evacuation of a passenger ship, and the power in both new classes gave them better manoeuvrability and towing capability.

The Chairman outlined the problems which had delayed the introduction of the Severn class into service – putting them into perspective and assuring those present that the wait until this Autumn will have been well worthwhile.

Work has already started, Sir Michael went on, on a faster slipway lifeboat, which was due to replace the Tynes early in the next century, while research into such things as night vision equipment and electronic chart systems continued to add to a lifeboat's capabilities.

Moving on the financing of such a huge operation the Chairman remarked that during 1995 £18.5m had been spent on new lifeboats and equipment and a further £6.6m on lifeboat stations – which was a large step in bringing shore facilities up to date with the requirements of modern crews and lifeboats.

Some of these stations had been built when all that was required was a shed for a boat which might be used two or three times a year – whereas last year the busiest RNLI station was called out more than 230 times. Sir Michael also touched on the painstaking procedures adopted when providing a community with a new lifeboat station, and the fact that although it was impossible to please every one some of the more conspicuous lifeboat houses had won architectural awards.

Financial base

That this progress was possible was a result of a sound financial base, and while debate on what constituted adequate reserves would continue Sir Michael emphasised that the RNLI differs from the majority of charities in that it has a very high proportion of capital expenditure – and adequate reserves were the only guarantee that the lifeboat service could be maintained.

For the second year running legacy income had declined and was 9% down on 1994. However although total income was only marginally down at £64.4m another decline in legacies was forecast for 1996 and there will be a budget deficit of some £2m which will need to be made up from the reserves.

However, the RNLI could take heart, emphasised the chairman, that it was at least still able to pursue its strategic aims, even in the lean years, when some other major charities have been forced to cut back on their activities.

Fundraising momentum had to be maintained, stressed Sir Michael, and steps taken to reverse the decline in legacy income. One of those steps could be seen after the meeting, a video which illustrated just how much legacies meant to the RNLI.

The branches and guilds in particular were feeling the effect of an increasingly competitive market, but were combating it admirably. Major appeals too had been very successful with three reaching their target of funding a Severn and a fourth well on its way to raising the money for a Trent.

Good progress was being made in improving the profitability of the RNLI's sales company and Sir Michael applauded the efforts of the volunteers who had helped make the new systems work.

The Chairman commented generally on the Institution's loyal base of fundraisers and remarked that few organisations

Point

Annual Meetings

could match the Institution's 93% rate of renewal for members.

Surveys had shown that these members would rather that the subscription rate rose gently to stay in line with the Institution's needs and Sir Michael referred to a later item on the agenda which addressed this.

Concluding his report the Chairman said that he hoped that the younger generation would feel that sound foundations had been laid for the future, and the important task for them was to ensure that there would be suitable lifeboats and resources into the next century and beyond.

Having adopted the report and accounts for 1995 the meeting then elected the Committee of Management as presented and re-appointed the auditors.

The new membership subscription rates were then reported to the meeting before the Chairman opened the gathering to questions from the floor. The rise in membership rates not unnaturally came in for some comment and, as usual, other questions ranged across the spectrum of the Institution's work and fundraising. All were answered by the Chairman or specialists from the Committee of Management or staff and the meeting was formally closed with an invitation to view the new legacy video.

The Presentation of Awards

At 2.30 that afternoon a large audience gathered for the Annual Presentation of Awards, both for bravery and for long and dedicated service to the RNLI in many fields.

The Chairman, Sir Michael Vernon, again opened the proceedings and gave the assembled supporters and crews a review of the past year's activities in the RNLI. Keeping broadly to the lines of his more detailed address to the morning meeting he compared this year with the previous seven years in which he had been addressing the meeting, remarking particularly on

the growth in the number of lifeboat launches.

Concluding his address with his appreciation and enjoyment of his years as Chairman Sir Michael introduced HRH The Duke of Kent, the RNLI's President to present the awards.

His Royal Highness began by complimenting Sir Michael on his leadership of the RNLI though such a successful period of its history, and added that one of the pleasures he must have shared during his years of office shared was in meeting so many people who are involved, in one way or another, with saving life at sea.

The Duke while appreciative of the modern lifeboats and their equipment took as the theme of his address the people of the Institution. Those who he had met at the Inshore Lifeboat Centre where the standard of workmanship and pride in their job was so striking, and those at lifeboat stations - referring in particular to those he had seen on a recent visit to Northern Ireland - where he found not only a warm welcome but spotlessly maintained boats and equipment. The standard of maintenance marked not just good seamanship, but also showed how much the crews valued the boats and the fundraising efforts which had been made by others to pay for them.

There is a particular group of people who will always come up with the most heartfelt appreciation of the courage and human qualities of RNLI crews, said the Duke, and that is those who have been rescued. To illustrate this he read a small number of recent comments, among them a yachtsman, a fisherman - and a young girl thanking the crew of the Lowestoft lifeboat for saving her grandfather.

'If he had died,' she said, 'a big part of me would have died as well.'

Having moved the traditional motion appreciating the efforts of crews and fundraisers His Royal Highness presented the awards to voluntary workers and crews.

A full list of the awards presented to voluntary workers appears on page 203 of this issue

The bravery awards

Unusually all four of the medals awarded at the 1996 Presentation of Awards were for services by inshore lifeboats, and three of them were to the crew of a single Atlantic.

Full accounts of the services are given in the relevant issues of THE LIFEBOAT.

Helmsman Crispin Williamson – Bronze Medal

Little and Broad Haven – 23 September 1995

Little and Broad Haven's D class lifeboat rescued a family of six stranded at the base of 200ft high cliffs in winds of up to Force 7 and in seas which were confused by the back-wash from the shore.

The family's small dinghy had been swamped as they tried to re-launch it from a beach in worsening weather and they had been trapped by the rising tide. The lifeboat anchored and veered down, collecting the mother and children one at a time, the children being thrown into the lifeboat from a rocky outcrop by a crew member. The lifeboat had shipped a great deal of water so it landed the family before returning for the father who had been trapped a little distance away while trying to get help. The lifeboat re-launched, returned to the scene and veered down once more to rescue the man.

Full account in the Winter 95/96 issue of THE LIFEBOAT

From left to right
Crispin Williamson,
Martin Ebdell, Joseph
Purches and Richard
Pearce with HRH The
Duke of Kent after the
presentation of their
awards.



Helmsman Richard Pearce – Silver Medal

Crew member Martin Ebdell – Bronze Medal

Crew Member Joseph Purches – Bronze Medal

Brighton – 7 September 1996

Brighton's Atlantic 21 rigid inflatable was launched just before midnight when two girls were swept into the water by heavy seas and were seen clinging to the pier supports. In absolute darkness and a large breaking surf the Atlantic was taken right under the pier where, with her bow section punctured by a metal spike, she worked her way to the two casualties. Crew member Ebdell's legs were trapped under a support as the lifeboat was lifted by a sea but the two girls were saved and the lifeboat regained open water. She was too badly damaged to continue unassisted and Newhaven's Arun class lifeboat eventually towed her back to her station.

Full account in the Spring 1996 issue of THE LIFEBOAT

Lifeboat Services



POUNGING SEAS BREAK FISHING VESSEL IN HALF

Three saved as lifeboat crew battle storm force winds and heavy seas

George Duffy, second coxswain/mechanic and Ian Sheridan, deputy second coxswain/assistant mechanic of Howth's Arun class lifeboat have been awarded the RNLI's Thanks inscribed on Vellum following a service to a fishing vessel that was hard aground and being pounded onto Howth's East Pier by breaking seas in the early hours of 16 November 1995. Coxswain Robert Duffy, crew members Ian Massey, Damian Cronin, David Howard, Brian McConkey and Nicholas McLoughlin; and Rupert Jeffares, station honorary secretary all received Vellum service certificates for their part in the service.

The lifeboat crew, a lorry driver, the crew of an RAF rescue helicopter and the crew of a fishing vessel battled for almost two hours in a desperate attempt to save the crew of *Scarlet Buccaneer* which was breaking up in gale force winds and pounding seas, washing three of the crew of four overboard and leaving a fourth clinging to the wheelhouse.

At 0315 on the morning of Thursday 16 November 1995, Rupert Jeffares, honorary secretary of the Howth lifeboat station, was advised by Dublin MRCC that a fishing vessel was aground on the East Pier in Force 7/8 winds gusting Force 9 with some 6m swell and rough seas, and was in need of assistance.

At 0324 the Howth Arun class lifeboat *City of Dublin*, slipped her moorings and proceeded outside the harbour while additional crew members, dressed in drysuits and lifejackets, made their way to the East Pier to see if they could help from the shore.

Impossible

When the lifeboat reached the 64ft timber vessel, she was hard aground with water up to her deck level and was being pounded onto the pier by breaking seas. Having assessed the situation, Coxswain Duffy decided that it would be impossible to tow the vessel clear, and due to the trawler's position – hard on the revetment on a lee shore – he was unable to approach close enough to take persons off.

At 0330 Howth lifeboat returned to

Thanks on Vellum

harbour and informed Dublin MRCC that an attempt would be made to rescue the crew from the harbour wall and requested helicopter assistance. Constant radio contact with the four trawler crew had advised them to stay in the wheelhouse and not to attempt to swim ashore.

Hindered

The Howth lifeboat landed five crew members ashore with equipment to attempt a rescue from the pier. Whilst assessing the scene from the pier's upper level, Damian Cronin and Ian Massey were washed off and fell to a lower level, Nicky McLoughlin managed to grab Damian to prevent him being washed into the harbour. Four crew members remained on the pier and attempted to get a veering line to the trawler, but this was hindered by conditions as all needed full attention just to stay on the pier.

Radio contact and lights on the trawler were now lost. George Duffy was washed away from the pier wall but managed to grab a railing as he fell to a lower level, leaving him bruised and winded.

Shortly after Howth lifeboat repositioned to the inner harbour and was offered assistance by *Kingfisher* a 75ft trawler, *Scarlet Buccaneer* broke up into



*Howth
Ireland Division*

two parts – the forward section came apart from the stern and the door was washed off the wheelhouse, exposing her crew. Three of the crew were washed overboard and drifted to a shallow area, leaving a fourth aboard the floating hulk, clinging to the wheelhouse.

Realising that the fourth person was in danger, crew members on the upper wall tried to use a breeches buoy. Ian Sheridan decided to attempt to pass the breeches buoy aboard the vessel, and almost got to the trawler when he was knocked back by a wave. On his second attempt, he was washed under the trawler and struck his head on the hull. Whilst dazed, he felt the veering line and was pulled clear of the water by Eamonn Howard and Jim Duffy. Two attempts were made to fire a rocket, but these too proved unsuccessful.

Meanwhile, the remaining lifeboat crew with members of the Garda, cliff rescue and the public, searched for the remaining three fishermen, two were located, one pulled ashore and the other assisted by the fishing vessel *Kingfisher*, and both were transferred to hospital.

Clinging

At 0446 Rescue helicopter 122 approached the scene and observed the person clinging to the bow section of the stricken trawler. The scene was well illuminated and winchman, Flt Sgt Alan Falconer recovered the casualty and transferred him to the pier.

Rescue 122 searched the area for the fourth fisherman who was later found and pulled ashore, but died on the way to the hospital as a result of injuries and hypothermia.

The Howth lifeboat returned to its moorings at 0520 whilst crew members gathered strewn equipment. Crew members Eamonn Howard, Ian Sheridan and George Duffy were taken to hospital for attention to their injuries.

DIFFICULT LAUNCHING CONDITIONS INSIDE HARBOUR

Hazardous conditions as two casualties are brought to safety

The rescue of two persons trapped at the end of a breakwater by heavy breaking seas has led to David Porritt, helmsman of Staithes and Runswick Atlantic 21 class lifeboat being awarded the Thanks of the Institution inscribed on Vellum. Crew members Carl Nefdt and Stephen Iredale were presented with Vellum Service Certificates and crew member Martin Hopkinson with a framed letter of appreciation signed by the Chairman, for their part in the rescue on 3 November 1995.

In his official report Guy Platten, deputy divisional inspector of lifeboats for the North said: 'Although the service lasted less than 20 minutes, it was carried out in extremely hazardous conditions. Helmsman Porritt demonstrated excellent seamanship, leadership and determination throughout. Crew member Hopkinson showed courage and determination in reaching the casualties, reassuring them and leading them to safety, even after being knocked from his feet by seas breaking over the top of the breakwater . . . As a result of this service two lives were saved.'

At 0030 on Friday 3 November 1995, the Staithes and Runswick lifeboat was asked to launch to assist two people who were trapped by heavy breaking seas on the end of the western breakwater, and were in danger of being swept away. The crew assembled at 0040 and the Atlantic 21 lifeboat was launched by tractor.

Conditions inside the harbour were difficult, with north-westerly Force 6 to 7 winds resulting in 1.5m to 2m seas breaking onto the slipway - it was 30 minutes after high water and the tractor driver had to take great care as the seas lifted the lifeboat carriage from one side of the slip to the other.

As soon as the lifeboat was in deep enough water, Helmsman Porritt took the lifeboat to the end of the western breakwater and harbour entrance. As they approached, two people could be seen sheltering at the base of a redundant lighting structure at the end of the breakwater. Seas were breaking over at regular intervals and David Porritt shouted to them to move down the breakwater where they could be more easily evacuated. However, they were extremely frightened and refused to move.

As conditions were deteriorating,

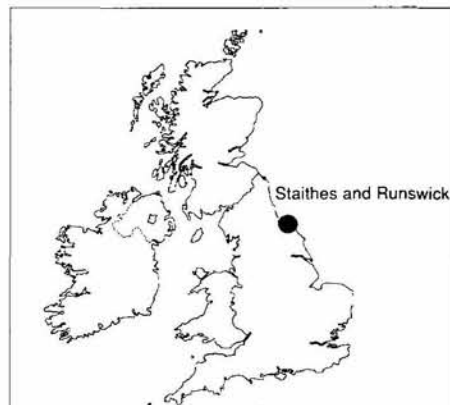
Thanks on Vellum

Helmsman Porritt decided to land a crew member to assist the casualties. Porritt kept the lifeboat head to sea whilst he talked to the casualties and this brought the lifeboat so close to the harbour entrance that she was exposed to the 3-4 metre swell and breaking seas.

With no room to turn the lifeboat, Porritt took her clear of the harbour and ran back in when safe to do so. Once inside again he turned and came alongside. The lifeboat was rising and falling, and picking his moment Hopkinson jumped ashore.

Hopkinson made his way to the casualties and at one point was knocked to his feet by sea washing over the breakwater. When he got to the casualties, he found them very frightened and agitated; and realised that he would have to calm and reassure them before the transfer.

Porritt meanwhile, again took the lifeboat clear of the breakwater to avoid damage amid the 3m to 4m swell and re-



*Staithes and Runswick
North Division*

turned, keeping her back towards the breakwater and waited for the opportunity to go alongside for the transfer.

Hopkinson guided the casualties towards the lifeboat but instructed them not to board until the lifeboat rose on the peak of a wave. One casualty panicked and, struggling free from the crew member, jumped as the lifeboat was in a trough, landing heavily but was saved from going overboard by Carl Nefdt. The second casualty also could not wait for the right moment and jumped shortly after the first, but fortunately the lifeboat was rising and he landed in the bow where crew member Iredale grabbed and held on to him - Hopkinson waited for a peak and stepped on to the lifeboat.

Porritt took the lifeboat clear and managed to turn inside the harbour. With 2m seas breaking onto the slip, Porritt decided to take the lifeboat up Staithes Beck where it was calmer and took her alongside a concrete groyne just upstream of the lifeboat station.

Shorehelpers assisted with the disembarking of the casualties, and the lifeboat was returned and made ready for service by 0116.



A former Staithes and Runswick Atlantic 21 lifeboat pictured on exercise near the west breakwater, which can be seen in the background. At the time of the Vellum-winning service it was almost submerged by breaking waves.

Photo Jeff Morris

Training saves lives

The benefits of the RNLI's training programme were demonstrated in August last year when crew members of Fenit lifeboat saved the life of a man using their newly gained resuscitation and cardiac massage skills. The rescue resulted in John Moriarty, deputy second coxswain; Niall Hickey, assistant mechanic and Gerard O'Donnell, deputy launching authority receiving a framed letter of appreciation signed by the Chairman and Howard Nichols, first aid instructor who trained the crew only a week earlier, also receiving a letter of thanks from the Director.

At 0115 on 21 August 1995 Brenda, wife of John Moriarty heard shouts for help coming from the harbour. The couple rushed outside and alerted neighbour, Niall Hickey who then alerted Gerard O'Donnell.

John and Gerard waded into the water and established that the person in need of assistance was west of the pier and that a boat would be required to effect a rescue.

The three men launched the inflatable boarding boat, took her under the pier and following a brief search, realised that the shouting had stopped. Directed by people from the shore, they

went further out and found the casualty, a young man fully clothed and unconscious. They quickly lifted him aboard despite his wet and very heavy clothing, assessed his condition and began resuscitation, bringing him back to consciousness.

However, by the time they had reached the pier steps at approximately 0200, his pulse had ceased so mouth to mouth resuscitation and cardiac massage was started until he was revived some minutes later.

The casualty was monitored and kept warm until he could be transferred to an ambulance and the hospital where he



subsequently made a quick recovery.

In his official report Colin Williams, divisional inspector of lifeboats for Ireland said 'There is no doubt that the quick actions of the three men in launching the boarding boat and their skills in resuscitation saved the man's life. It was fortunate that Messrs O'Donnell and Hickey had attended the RNLI's first aid course which had finished only in the previous week as they had previously not had the knowledge to carry out resuscitation.'

Snow help for Scottish families

With Summer around the corner, it may prove difficult to remember the frozen winter months, and as usual, the hardest hit by snow were Scotland and the North.

Sea transport showed its advantages in these conditions as RNLI lifeboats were used on humanitarian missions to bring food and supplies to areas that could not be reached by road.

The Shetlands were hit particularly badly with snow drifts and strong winds, closing all roads in the area and many power lines brought down. The local

council declared a state of emergency and on hearing this, Aith lifeboat offered its services to the community.

The lifeboat picked up supplies of essential items from Lerwick and delivered them where desperately needed over 26 and 27 December 1995. As power was down in most places, supplies included gas cylinders and coal as well as food, and the crew's work prevented hardship for many families - and possibly worse consequences for old, sick and other vulnerable people in a number of areas.

A similar course of events took place in Cumbria on 7 February 1996, when St Bees lifeboat was used to bring in food after supplies ran out. Crew members ferried bread, milk (and nappies!) to St. Bees villagers - other consignments went to the local school where 150 students were snowed in.

Crew members commandeered a tractor to get themselves down to the lifeboat station, where drifts were 3ft to 4ft deep, to use the lifeboat which had only been on service once since its recent commission.

R-eel-y good deed



The crew of Cullercoats inshore lifeboat went to the aid of an unusual casualty in March - a 7ft conger eel!

The 70lb fish, named Queenie, was given a flying start on her journey to the spawning grounds of the Azores, when her keepers at Tynemouth Sea Life Centre realised her rapid growth was because she was full of eggs.

Raymond Taylor, station honorary secretary of the Cullercoats inshore lifeboat said the crew were happy to do a good turn for the Sea Life Centre as staff there had always helped the RNLI with fundraising.

After a bit of a struggle to lift her into the lifeboat, crew members took her a mile offshore and put her back into the sea where she joined other migrating eels.

St Bees lifeboat unloading supplies to villagers cut off by snow drifts in February.

Photo Cumbrian Newspapers



"NOW I CAN HEAR WELL I'VE A HAPPY HUSBAND"

"I'm not what you'd call deaf", says Daphne Scott of Freshwater in the Isle of Wight, "but I am hard of hearing. It's made life difficult for years. As I got older the problem became almost unbearable. But with help from Scrivens, and their wonderful mini-aid, it's a problem I've solved".

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Daphne and Clifford Scott at Freshwater Bay.

"LIFE IS A JOY AGAIN"

"My life is now full of unexpected pleasures and surprises. Last Spring I heard a cuckoo sing. Something I hadn't heard for years and what a joy it was. I love to walk along the sea shore with Clifford and our dogs. Now I can hear the slightest ripple of the sea on the pebbles and the cries of the sea birds. Before I had my hearing aid I walked in a silent world and didn't hear much short of a gale blowing to send the waves

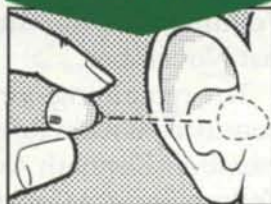
crashing against the shore. We love living on the Island. It's very beautiful. We came here when my husband retired twelve years ago. We've made a lot of friends and my great joy now is that I no longer have to struggle to hear them".

"A HAPPY HUSBAND"

"If you are hard of hearing it's a constant struggle and strain just to hold a normal conversation. My husband speaks rather quietly. He used to have to shout to make me hear him. Good natured man

that he is, this used to infuriate him. And this would infuriate me even though it was my fault!" We asked Clifford about this. "It's much better now" he said "and what's more we don't have to have the television blaring all the time! Daphne's hearing aid has been a real boon to us both. She can hear the sermon in the church rather than me having to recall it for her later. She can hear the organ and join in the singing. We can chat easily together just as we used to. Yes, I'm a happy husband again!"

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DANGEROUS WORK FOR CREW MEMBER ABOARD YACHT

Two crew rescued from disabled catamaran after rigging cut free

Falmouth lifeboat coxswain Alan Barnes and crew member Peter Wood have been awarded the Thanks of the Institution inscribed on Vellum following the rescue of two people and their 35ft catamaran last November.

The remaining crew members (second coxswain Michael Wilson, deputy coxswain Roger McLarity, mechanic Timothy Julian and crew members Kenneth Avis, Alan Rowe and David Proud) will all receive Vellum Service Certificates.

It was at 1032 on Sunday 26 November 1995 that the Coastguard advised the station of a dismasted catamaran with a fouled propeller four miles south of Dodman Point. Ten minutes later Falmouth's Arun class lifeboat *Elizabeth Ann* was proceeding at full speed towards the scene in a south-south-easterly of about 25 knots with rough seas.

A Navy helicopter was already close to the casualty and told the coxswain that the casualty was a 35ft catamaran with two people aboard and drifting at three knots. She had been on passage from the Helford River to Plymouth when her mast had carried away close to the deck. It was now hanging over the port side with the crosstrees against the hull and lines were streaming from her port quarter. The port rails, stanchions and the forward trampoline were all missing and she was lying with her starboard beam to the sea.

The lifeboat arrived on scene at 1124 and was taken up to the stern of the casualty, between the catamaran's two hulls, and a drogue thrown to the skipper to stream from the starboard hull.

The manoeuvre was so successful that the coxswain was confident he could place a crewman with a radio aboard the catamaran and take the casualty in tow rather than try to take off the elderly survivors.

Crew member Peter Wood volunteered for the job, and after the drogue had been recovered the lifeboat was again taken between the two hulls so that crew member Woods could jump onto the casualty, landing in an inflatable dinghy lashed between the hulls.

He decided that the mast would have to be cleared away before towing could commence. With tools provided by the skipper he finally accomplished the difficult and painstaking task. One problem seemed to be replaced by another, with crew member Wood working in precari-

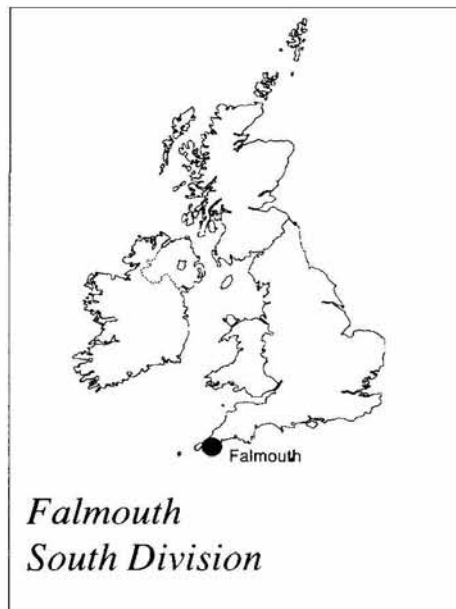
Thanks on Vellum

ous positions aboard the yacht.

At 1218 the coxswain was finally able to pass a towline which was secured to a bridle which Peter Wood had fabricated. Course was set for Falmouth, but as the lifeboat approached Zone Point the wind changed and the lifeboat had to steer a more south-westerly course to avoid the confused sea and swell.

As the lifeboat and casualty altered course to run down-sea into the Fal Estuary the casualty surfed down a large sea and over-rode the towline, which became wrapped around the port hull.

The lifeboat had to be manoeuvred to create slack in the towline and crew mem-



ber Wood and the skipper pulled in the bridle and cast off the tow.

With all the rigging clear of the hull the casualty's engine could be started and, as she was now in the shelter of Carrick Roads she was able to proceed to a mooring under her own power, escorted by the lifeboat.

The lifeboat returned to her berth and was ready for service again by 1435.



Falmouth's Arun class lifeboat (below) and her coxswain Alan Barnes (left)



ATLANTIC RE-LAUNCHES FOR SECOND CASUALTY

Local knowledge vital in rescue of two missing boardsailors

Helmsman Martin Icke of Portsmouth's Atlantic inshore lifeboat has been awarded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum after the lifeboat rescued two windsurfers following two searches on 24 October 1995. It was due to Helmsman Icke's knowledge of local tides and currents that both men were found.

Crew members John Brooks and Rikki Chamberlain will be awarded Vellum Service Certificates and crew member Paul Venton will receive a letter of appreciation from the RNLI's Chief of Operations.

The lifeboat crew showed great dedication in re-launching to search for the second man, and in his official report, Leslie Vipond, divisional inspector of lifeboats for the south said, 'Helmsman Martin Icke showed a very high standard of seamanship and leadership when Portsmouth's Atlantic 21 rigid inflatable lifeboat launched in extreme conditions for this class of lifeboat to the aid of two sailboarders in great difficulty. His local knowledge and an acute appreciation of local tides were instrumental in the landing of one survivor and the saving of the life of the second. His crew had absolute faith in his abilities and backed him up totally. Their first aid and care of the survivors has been praised by many.

Portsmouth's Atlantic 21 *City of Portsmouth* pictured earlier on exercise. During the service for which the Thanks on Vellum was awarded she was operating in gale force winds and a stong tide which kicked up seas so steep that she could not be rehoused.

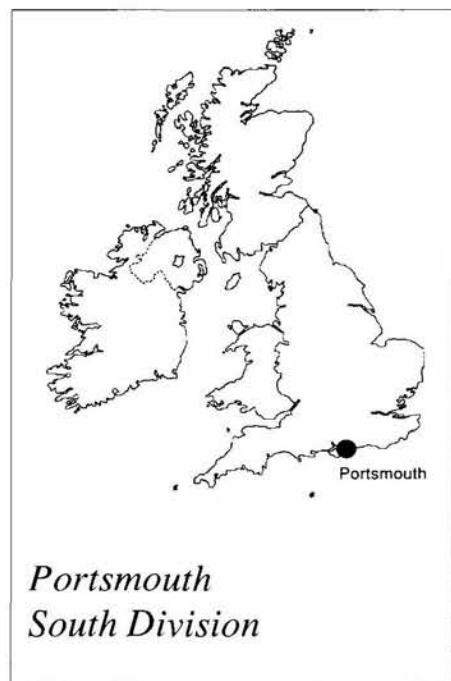
Photo Jeff Morris



Thanks on Vellum

These two incidents could be taken as two separate services, and as such, they were both good, workmanlike services, but, having completed one demanding service and feeling tired and in need of a hot bath, to then set out and do it all over again to the same high standard, is not something that just anybody could do.'

The service began at 1435 on Tuesday 24 October 1995 when Solent Coastguard reported that a sailboarder had lost his rig near the entrance to Langstone Harbour and was being swept seawards. Portsmouth's Atlantic, *City of Portsmouth*, launched into an ebb tide of eight knots with a Force 8 winds and helmsman Icke conducted a careful search in 10ft to 15ft waves, moving towards the harbour en-



trance.

The Coastguard helicopter then reported a sailboarder close inshore of West Winner Bank and knowing the tide and current pattern Martin Icke was able to take the lifeboat straight to the man. At 1545 he was brought on board the lifeboat, placed in a thermal suit and taken to Hayling Island beach. From there an auxiliary coastguard took him to hospital.

The lifeboat then continued to search in case there was another man in the water until the Coastguard called off the search at 1604. The lifeboat could not be recovered as the ebb stream was running against the gale and causing a 4ft sea.

The crew waited for the conditions to change to recover the lifeboat, but at about 1725, just as they were doing so, Solent Coastguard requested an immediate launch to look for a boardsailor last seen near the entrance of Langstone Harbour an hour ago.

The wind was now Force 8-9 and although the sea was slight it was very dark with no moon. Helmsman Icke took the lifeboat towards the harbour entrance again, but when nothing was found used his knowledge of the tides to decide that the casualty would have been swept into Langstone Harbour.

The man was found, lashed to a wreck near an isolated danger buoy, and waist deep in water. He had used his sail to tie himself in position in case he was swept away and was extremely cold and in shock. The lifeboat crew took him on board and treated him for hypothermia until they reached the lifeboat station at 1803 to meet an ambulance. The lifeboat was recovered, refuelled and ready for service at 1830.

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Membership News

Governors • Shoreline • Storm Force

Meeting the need

Every year there is a rise in the number of calls for help received by the RNLI's volunteer crews. In 1994 lifeboats launched 6,156 times - itself a record - but just a year later the figure for 1995 stood at 7,312 launches, an increase of almost 20% in twelve months.

Even though the crews are volunteers, willingly giving their own time to save lives at sea, each launch still costs a great deal of money. For example an all-weather lifeboat running at operational speed uses £1 worth of fuel in only one-and-a-half minutes. With the increasing sophistication and cost of equipment now needed to effect quick and safe rescues, it is small wonder that it costs £173,000 a day to support the lifeboat service.

Over the years as much as 60% of that money has come from legacy gifts in the wills of supporters. Over the past few years the amount received in this way has fallen significantly and in 1995 alone the drop was some £3.5m - which is nearly three weeks' worth of running costs.

New rates and grades

Two years ago, when membership subscriptions were last raised, it was decided that the rates would need to be reviewed regularly. If they were kept in line with the RNLI's needs - and not allowed to lag behind - a large and long overdue increase could be avoided.

The fall in legacy income combined with the increasing number of lifeboat launches has meant that the RNLI has had to take a hard look at the other ways in which the service is funded.

New initiatives are already successfully underway, including more effort to raise money from commercial concerns, and it is also proposed to increase the membership subscription rates from 1st September, this year, as shown in the table (right).

This increase is not something that the RNLI has done lightly. Indeed, a considerable amount of time was taken to research it with supporters. We also recognise that a great many members are generous enough to give more than the minimum and will not necessarily be affected by the increase.

The opportunity has also been taken to respond to requests from husbands and wives who wish to join at, or move to,



Some of the new Trent class can be funded by single legacies or appeals - this is Fishguard's *Blue Peter VII*, funded by the BBC television programme's appeal - but increasingly it is necessary to fund or top-up from the Institution's funds. Photo Rick Tomlinson and Jameson Irish Whiskey

a higher joint grade and so a Joint Governor grade will be introduced as from September. Both Joint Governor members will receive an invitation to the AGM and have voting rights - and they will also save some 10% on the individual rates.

Remember that monthly or quarterly instalments by direct debit are available for members subscribing £48 or more per year.

More information about the changes will be included with the membership renewal invitations sent from September 1996 onwards. If you are concerned about the increase in any way please do not hesitate to contact us - we will try our very best to help. Simply phone us on (01202) 663000 and ask for the membership services department.

Membership grades	Current minimum	New minimum from September 1996
Shoreline	£10	£15
Joint Shoreline (husband and wife)	£17	£26
Governor	£33	£50
Joint Governor (husband and wife)	-	£90
Life Governor	£500	£1,000



Storm Force membership rate increase

From 1 September 1996, a small subscription increase is planned to allow us to keep pace with inflation. The current membership rate of £3.00 will change to £5.00 - the first increase for 11 years.

NEW - A Stormy Stan Lifeboat Pack will become available through RNLI (Sales) Ltd. These will be initially 'tried' through our shops during the summer and, if sales are successful, will subsequently be available through our branches and guilds network. The packs will sell for £5.00 each and will contain a registration card to join Storm Force at no extra cost.



For further details, please contact: Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Telephone: (01202) 663000

Naming Ceremonies

New lifeboats named and dedicated

Relief – Trent class *Henry Heys Duckworth*

St Helier lifeboat station played host for the naming ceremony of a relief Trent class lifeboat on the afternoon of 28 April 1996. In weather conditions which made it feel as though it was mid-Summer, Mrs Lilian Duckworth, a Jersey resident who provided the funds for the new boat named her *Henry Heys Duckworth* in memory of her husband.

Captain Roy Bullen, honorary secretary of the St Helier station opened the proceedings and welcomed all present before Mrs Duckworth handed the lifeboat over to the RNLI. In her speech she said that her husband had wanted to benefit society and assist the community in a very real, tangible and practical way, in the event of them both passing away. It fell to her recently to consider his thoughts earnestly and she determined in consultation with others to embark upon a course to secure the provision of a lifeboat bearing in mind the Channel Islands' links with the sea.

Sir Michael Vernon, Chairman of the RNLI in accepting the lifeboat for use in the relief fleet, spoke of his real thrill in accepting Mrs Duckworth's cheque to fund the lifeboat which had been presented to him on her behalf by The Lord Lane of Horsell.

The service of dedication was dedication was led by the Very Reverend John Seaford, Dean of Jersey. He was assisted by the Very Reverend Canon David Mahy, Roman Catholic Dean in Jersey; Reverend Colin Hough, Superintendent Minister, Methodist Church; and the Reverend Robert Nichol, President of Christians together in Jersey.

A vote of thanks was proposed by Mr Anthony Oliver, deputy head of fundraising and marketing. He also presented

a framed photograph of the new lifeboat to Mrs Duckworth. It depicted the lifeboat in a good sea off Alderney where she had already carried out relief duties – two services were carried out during the lifeboat's stay in the island in March.

The ceremony concluded with Mrs

Duckworth naming the lifeboat *Henry Heys Duckworth* and pressing the button to release the traditional bottle of champagne over the bows of the boat. A crew drawn from the Channel Island stations of Alderney, Guernsey and Jersey then put the lifeboat through her paces.

Relief – D class *Fred Croker*

The Institution's depot on the quayside at Poole was the venue for the handing over and naming ceremony for the D class lifeboat *Fred Croker*, destined for the relief fleet.

The lifeboat was funded by members of the Wokingham Area Society of Societies, an amalgam of golfing societies in that part of Berkshire, who raised the money over a three year period at an annual golf day.

Members of the society, together with committee members from the Wokingham and district branch of the RNLI attended the ceremony at Poole on 27 February.

The chairman of the society, Mr Terry Carter, handed over the lifeboat and gave a brief history of the organisation,

which was founded by Mr Fred Croker in 1981, as a charitable fundraising idea, based on golf. They have raised over £100,000 since that date and have agreed to carry on their recent association with the RNLI for at least a further three years.

Jeff Mankertz, the RNLI staff officer operations, formally accepted the lifeboat on behalf of the Institution and described its future role to those present, before handing over to the Reverend Stanley Holbrooke-Jones, Rector of Poole, who conducted the service of dedication.

The ceremony concluded with the naming of the lifeboat, by the founder member of the Society of Societies, Mr Fred Croker.

Relief - Atlantic 75 *Rotarian Dennis Cullen*

Following the untimely death of Rotary District 1110 governor Dennis Cullen half way through his year in office his fellow Rotarians launched an appeal aimed at raising sufficient funds for an Atlantic 75 lifeboat to be named in his memory.

Some 50 Rotarians together with Mrs Phyllis Cullen and members of her family attended a special ceremony in bright and breezy conditions at Poole depot quay on 14 May.

Anthony Oliver, deputy head of fundraising and marketing, opened the proceedings and welcomed all those present before Mr Tom Baker, the present governor of Rotary District 1110 handed over the lifeboat to the RNLI.

Individual clubs within the district which covers central southern England had undertaken a number of fundraising events to raise money for the new boat and it was, Mr Baker said, indeed one of the highlights of his year in office to be able to present the new lifeboat to the RNLI on behalf of all those who had raised money for the new boat.

The lifeboat was received by Lt Cdr Brian Miles CBE, Director, RNLI, for use in the relief fleet and he spoke of the support given by not only Rotary District 1110 but many others who had supported the RNLI over the years.

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

The ceremony concluded with Mrs Phyllis Cullen naming the new lifeboat *Rotarian Dennis Cullen* in memory of her husband.

D class – *Cetrek and Lawnflite*

Two D class lifeboats which first put in an appearance at the London Boat Show earlier this year had their 'official' naming ceremonies in Poole on 20 March and 19 April respectively. Both lifeboats will serve in the Relief Fleet.

Anthony Oliver, deputy head of fundraising and marketing, welcomed the guests on both occasions and the Rector of Poole, the Reverend Stanley Holbrooke-Jones undertook the Service of Dedication for each.

Mr Geoff Warde MBE, chairman and managing director of Cetrek Limited in presenting the lifeboat to the RNLI referred to the firm's 25th Anniversary last year when funds had been raised to mark it and to

purchase a D class lifeboat.

Mr Chris Price, chief staff officer, operations, received the lifeboat and described its future role in the relief fleet before Mr Warde named the lifeboat *Cetrek*.

In the second ceremony a month later, Mr Robert Glen, managing director of E P Barrus, spoke of his firm's long association with the RNLI with the provision of Mariner outboard engines for the RNLI's D class lifeboats before handing the lifeboat over to the RNLI. Lt Cdr Brian Miles CBE, Director, received the boat and described its future role in the relief fleet. The ceremony concluded with Mrs Glen naming the boat *Lawnflite*.

High Seas

More views of RNLI lifeboat stations from the air...



Lifeboat stations can be in very scenic surroundings, such as here at Conwy in Gwynedd, where the boathouse for the station's D class is almost in the shadow of the famous castle, and backs on to part of the Town wall. The town's three famous bridges can be seen at the extreme left.

The station is at the left hand end of the car park on the quay, in the centre of the main photo. In the closer view the station is the building on the right and the harbourmaster's office on the left.

Main photo (left) Ref 646861/LB3

Inset photo (below) Ref 646857/LB3



Conwy – West Division



Workington's unique davit launch system for the station's Tyne class lifeboat is housed in a strictly functional building just outside the Prince of Wales dock – at the root of the pier in the main photo – having been outside in the River Derwent before it silted up.

The photo is taken at high water with the lock gates in the narrows between the crane and the station open. The gates are closed after high water to maintain the level in the commercial basin – which is why the station needs to be outside the gates!

Main photo (left) Ref 651165/LB3

Inset photo (above) Ref 651176/LB3

Workington – North Division



Sheringham's long straight and exposed coastline can be seen stretching away to the east in the main photo on the left, with the boathouse and slipway for the station's Atlantic 75 visible on the foreshore – tucked under the cliffs with the golf course above.

The boathouse, seen below in close up, is at the western end of the esplanade, with its launching ramp extending over the shingle bank down to the sand which is exposed as the tide falls further. The photos were taken at roughly half-tide, with the sand and the end of the slipway just covered. The extremely hard shingle of the upper part of the beach is very abrasive and also mobile – so the slipway design makes use of sacrificial ply facing and the planking is not wood, as it seems, but baulks of concrete.

Main photo (left) Ref 640064/LB3

Detailed photo (below) Ref 640079



Sheringham – East Division



Queensferry's Atlantic 21 lifeboat station is another which is easily found by reference to a famous structure, as clearly shown on the left! The station itself is at the very bottom of the photo, at the landward end of the pier to the left of the Forth Rail Bridge, a pier which was used for the ferry until the opening of the road bridge in 1964. The photos were taken at about three-quarter tide, at low water the pier end dries although the lifeboat can still launch. The pier is in two sections, with a central spine wall, so by choosing the east or west side some protection is usually available from the weather.

Main photo (left) Ref 651405/LB3

Close up photo (below) Ref 651397/LB3



Queensferry– Scotland Division

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A rich moisturising handcream containing extract of Calendula ideal for hard-working hands. Calendula otherwise known as Marigold is a soothing herb with mild antiseptic properties. The cream is suitable for general skincare and may be particularly useful for skin exposed to the wind.

Seaweed and Aloe Vera Eye Gel

This soothing Gel is designed to help protect the delicate under-eye area. Seaweed extract helps reduce puffiness while Aloe Vera soothes and moisturises. Regular use may help the skin retain a soft smooth appearance. Seaweed and Aloe Vera Eye Gel should be applied sparingly after cleansing the skin. The non-sticky Gel formulation is easily absorbed and allows for easy application without dragging the delicate skin.

Lavender Gel

Lavender Gel contains essential oil of Lavender in a non sticky easy to apply form which smells wonderful. Lavender Gel can be applied to the skin to soothe and ease. Its antiseptic properties make it useful for general skincare and its gentle action means it is suitable for the most sensitive of skins.

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Your LETTERS



Lifeboat revisited

I read with interest the news article 'Reunited in New Zealand' featured in the Winter 1995/96 issue of THE LIFEBOAT.

The reference to Greymouth caught my eye. This was where my daughter Julie Cheetham, husband Peter and their sons Mark aged 8, Adam aged 5 and baby Philip were going to visit Peter's mother. The visit took place during February.

I set the boys a task of finding the *Ivan Talley* and bringing back a photograph. Not only did they find the vessel and photograph it, but they managed to have two trips on it around the harbour. It turned out that the person looking after the vessel was a friend of Peter's mother - what a small world!

If it had not been for the article in THE LIFEBOAT, this probably would not have happened. I enclose a photograph of Mark and Adam aboard the *Ivan Talley* in Greymouth harbour.

S. Johnson
Newcastle



It's a small world. Reader S. Johnson discovered that the custodian of *Ivan Talley* (an ex-RNLI lifeboat now working in New Zealand) was a friend of a relative. His grandsons are pictured aboard the lifeboat - on which they managed two trips! (See 'Lifeboat revisited', left)

What's in a name?

About six months ago I became involved in some family research, and this has now led to a full study of all individuals who carried the Ston(e)ham name. With mixed feelings I discovered that Joseph Stonham was second coxswain on the

Mary Stanford and was killed, with all crew, in the Rye disaster in 1928. I have a copy of Geoff Hutchinson's excellent book covering the events of 15 November 1928, and I am aware that several letters were published in THE LIFEBOAT in 1994 regarding this tragedy.

I have also discovered a character named Bidy who was a well known fisherman in Hastings. In the summer of 1904 he was awarded the RNLI Silver Medal for saving the life of Charles Gallup. I have a copy of Steve Peak's book 'Fishermen of Hastings' that gives a brief account of the events and a photograph of Bidy taken in 1925 with the rest of the *Charles Arkholl II* crew.

There maybe some members who have additional information regarding either of these gentlemen, or their families. I have a suspicion that they were closely related, maybe even brothers, but have no evidence to support this theory at present!

I would welcome any information, and if people could first contact me I can make arrangements for any documents etc. to be copied (at my expense!).

Roger D Stonham
'Doolish', 9 Bosville, Boyatt Wood,
Eastleigh, Hants, SO50 4QA

Donation in lieu of reward.

I would like to recount a true anecdote that might enable other individuals to encourage contributions to the RNLI.

Some years ago when my brother and I were certainly younger and more hirsute than we are today, we were walking near our parental home and came across two ladies who were starting to change the wheel of their car following a puncture. They were relieved, but possibly a little anxious, when we offered to help and took over the job.

When the spare wheel was fitted we were thanked and a genuine attempt was made to express their gratitude by asking us to accept some money 'for a drink'. This was a splendid gesture but, if I am totally honest, to round off the very positive image we were creating for the younger generation, we suggested that they might like to send the money to the RNLI at Poole - I still wonder sometimes if they did!

The point of relaying this tale is that the British are often ill at ease when situations arise which might call for either offering or receiving concrete evidence of thanks. I suspect that people might often be only too willing to see a charity benefit from such incidents but neither side is likely to think of it at the time.

Possibly this prompt might establish this as an option which could become accepted and widespread.

Shoreline member

(Editor's note: A donation was enclosed with this letter, for which the RNLI is very grateful)

...and there's more

Thank you very much for your kind review of 'Scapa Flow' in the autumn edition of THE LIFEBOAT. We have had an excellent response with 80 copies sold purely on the strength of your magazine.

One small criticism though - your review omitted to say that the author, W. S. Hewison, was donating all his royalties to the RNLI. To date this is over £900 and will certainly be in excess of £1,000 at the end of the year.

If you could find space to mention Mr Hewison's donation we would be most grateful. Perhaps a little more publicity could generate some more royalties for the Institution.

Leslie Davidson
Bellavista Publications

A steady barometer

Readers may recall a letter in our Spring issue about a pocket barometer found nearly 40 years ago on a beach at Folkestone.

THE LIFEBOAT was able to put two readers in touch with one another, with the result that the instrument has found another good home and will continue to be put to good use - as its new owner, although having no previous connection with the barometer, is a weather forecaster!

Letters from readers are
always welcome.

Address them to The
Editor, RNLI, West Quay
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PAST...AND...PRESENT

75 years ago

From THE LIFEBOAT of 1921

The Ladies' Life-boat Guild.

THE Institution has owed in the past, and still owes, so much to the generous and devoted service of women, that the Committee have long thought that it would be most desirable to form a Ladies' Life-boat Guild. Their idea has been that in this way they could best show their sense of the value of the services of women to the Institution, and at the same time give the many thousands of women who act as missionaries of the Life-boat Cause, and help it to raise its indispensable funds, a greater feeling of personal fellowship in their work. With this end in view, the Guild has been formed; the Duchess of Portland, who has been an active worker for the Cause, has consented to act as President of the Guild, and its formation was announced by the Prince of Wales at the Annual Meeting with his cordial approval and support.

The Constitution of the Guild is very simple, and is not intended to alter in any way the excellent organisation of the Ladies' Auxiliaries which already exist in connexion with many of the larger Branches of the Institution. All women will be eligible for membership, and all Presidents, Honorary Treasurers, Honorary Secretaries and working members of the present Ladies' Auxiliaries or Committees will automatically become original members of the Guild. A badge of membership, in the form of a brooch, with a bar and ribbon for office-holders has been specially designed, and also a card of membership signed by the President, which sets out that the object of the Guild is "to continue and extend the work of the Institution." The one qualification for membership is a readiness to help *by personal service* in the Guild's task of interesting and educating the public in the work of the Life-boat Service, and of raising the funds to maintain it.

The Guild has been formed at a time when the Institution is in more urgent need of the generous help of its workers, and the generous support of the public, than any previous time in its history. For it not only has to meet the enormous increase in the cost of all labour and commodities caused by the war, but it is carrying out the greatest developments in the work of saving life from shipwreck, which have been made since the Institution was founded nearly a hundred years ago.

The Committee of Management very earnestly hope that the Guild will not only prove a pleasure and a new encouragement to all those ladies who are already doing such splendid work for the Life-boat Cause, but a means of bringing many thousands more to the ranks of the Institution's workers. They look forward, indeed, to seeing the number of existing workers doubled, and the Guild established everywhere throughout the United Kingdom by 1942, when the Institution will celebrate its Centenary.

The Duchess of Portland, in a personal letter which she has sent to all the Branches, has written: "I think it will be an immense satisfaction and incentive to us all, in our work for this great Cause, to feel that we are united in a single body, and to know that, wherever we may go, we shall find new friends who are members of the Guild, and who have with us a common interest, duty and pleasure in its work." If everywhere the Guild is received in this spirit, its success will be assured, and it should become an organisation of the greatest value to the Life-boat Cause.

Today's lifeboatmen

Stuart Roberts helmsman of Porthcawl in-shore lifeboat, first joined the crew in July 1980.

Stuart, who is a local Police officer, was awarded the Institution's Silver Medal for outstanding bravery when the Porthcawl D class inflatable lifeboat went to the rescue of a surfer in very rough seas on 30 December 1994.



Weather conditions during the service were well outside the operating limits for this class of lifeboat. Despite the short duration, the service was superbly executed in severe surf, wind and tidal conditions that demanded excellent boat handling and seamanship skills as well as a high degree of bravery and confidence to launch in such conditions.

For the same service, Stuart also received the Maud Smith Award for the bravest act of lifesaving in 1994, and crew members Carl and Wayne Evans were awarded the Thanks of the Institution on Vellum.

Facts and Figures

Provisional statistics as at 5 March 1996 show that during 1995:

- The RNLI's lifeboats were launched 7,312 times (an average of more than 20 launches a day)
- 1,632 lives were saved (an average of more than 4 a day)
- Some 3.2% of all services carried out by lifeboats were in winds of Force 7 and above
- Some 54.6% of all services were to sail, power and manual pleasure craft
- There are 289 lifeboats on station
- 128,481 lives have been saved since the RNLI was founded in 1824.

Costs

The cost of running the RNLI in 1996 will be £ 63.3m. The approximate current cost of building a lifeboat is:

4.9m D class inflatable	-	£11,275
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Life on the open road

When Spring approaches and inshore lifeboats prepare for their busy period, **George Dadson**, RNLI truck driver, knows there is far more going on behind the scenes than may meet the public eye...

George is responsible for ensuring the inflatables used by the inshore lifeboatmen of Ireland are returned ready for operational use after their annual refit and Winter storage at RNLI headquarters in Poole.

The former tank transporter driver has worked for the Institution since 1982. Every six weeks, he takes the ferry from Fishguard to Rosslare, before setting off on a coastal tour which



RNLI driver George Dadson, back home at Poole depot with his pride and joy.

takes in all 33 of Ireland's lifeboat stations—including the Republic. He collects the D and C class inflatables in the Autumn and takes them to headquarters for refurbishment, later returning them to the stations at the beginning of the year so that they are ready

for the new season. George is also tasked with delivering all of the other stores, components and equipment needed by the ever busy lifeboat crews.

George clearly has a love for his trucks, spending five years behind the wheel of a drawbar unit in which he covered some 250,000 kilometres. Then, in November 1995, George's new Mercedes arrived from the supplier in Poole, who also supplied the tractor unit now being driven by colleague Tom Mackin to and from the North of Scotland, and is responsible for maintain-



The truck's four-tonne crane makes the task of loading and unloading inshore lifeboats and other heavy equipment a one-man-job.

ing the RNLI's fleet of five trucks.

When harnessed to its three-year-old Southfields trailer, now fitted with anti-lock brakes, the rig is an monumental 56ft in length and could pose a real challenge to a less experienced driver – 'You have to concentrate all the time!' explains George.

Using the four-tonne Hiab crane mounted behind the cab, George is able to single-handedly load and unload the inflatables at each station. The lifeboats may be piled three and even four high on the vehicle but only weigh around 300kg each, with another 85kg for each boxed motor. This means he rarely comes close to the truck's 32,250-tonnes gross weight limit, so there is always plenty of extra power if needed.

George, whose wife Daisy works in RNLI's fundraising office, has notched up some 44 years driving trucks and speaks very fondly of his new vehicle, he is especially appreciative of its air suspension, making his long journeys quiet and comfortable. He adds, 'I even have an air seat – anyone that's driven trucks on the atrocious roads in the West of Ireland will appreciate how much I value that! Now I don't suffer any of the bumps and bangs that I used to. That means I'm less tired, and often able to go on and do another stint.'

George has mixed feelings as he looks forward to his retirement, in just three years time. 'I shall miss my regular trips to Ireland; the people can't do enough for you and the scenery is fantastic,' he says. 'I love being put on the road, where you're practically your own boss, and having driven trucks for so many years, retirement will certainly take some getting used to.'

Based on a feature which first appeared in the Mercedes-Benz magazine 'M-Way' and reproduced by courtesy of the editor.



The Mercedes-Benz drawbar complete with trailer, at Poole's depot quay, dwarfs the Trent class lifeboat in the background with its exceptional span.

Booksheif

some recent publications reviewed

The Story of the Filey Lifeboats

The Story of the Buckie Lifeboats

by Jeff Morris

published by the author, prices and availability in text

Two more new editions of Jeff Morris's authoritative lifeboat station histories, each brought right up to date. As the Honorary Archivist of the Lifeboat Enthusiasts Society few people have access to such detailed background material - including the well known Graham Farr Archives, built up by the late Graham Farr during his 20-year tenure of the same post.

Filey's lifeboat history is now known to extend back to 1804, although no records of this first lifeboat survive, and records of the second are incomplete until the RNLI took over in 1852.

As usual the whole history of the station is recounted in thoroughly researched detail, both in national records and locally around the lifeboat station, and illustrated with contemporary photographs of both lifeboats and boathouses stretching over the 130 years from the 1860s to the 1990s.

The Story of the Filey Lifeboats is available from G. Cammish at 33 Muston Road, Hunmanby, N. Yorkshire YO14 0JY at £3 including post and packing.

Buckie's lifeboat history was a slightly later starter, as it was not until 1860 that a lifeboat was sent to the busy fishing port.

Again both text and illustrations trace the development of the station and the lifeboats from the earliest pulling and sailing boats through to the current Arun class stationed there. The later years benefit from the presence of local photographer Ian Leask, whose images of the Arun in rough weather are some of the best.

The Story of the Buckie lifeboats is available from J. Fowle at 16 Titniss Street, Buckie, Grampian AB56 1HR for £3 including post and packing.

Lifeboatmen Never Turn Back

Poole lifeboat service from 1826

by Andrew Hawkes

published by the Poole Historical Trust at £9.99
ISBN 1-873535-20-1

As a crew member on Poole's lifeboat since 1965 Andrew Hawkes has been able to draw on his own experience, together with an earlier works on the station in 1960 and Graham Farr's Wreck and Rescue of the Dorset coast to provide this comprehensive account of Poole's lifeboats, together with a brief history of two now-closed nearby stations - the short lived inshore lifeboat station at Bournemouth (1965 to 1972) and the early station at Studland (1826 to 1850).

Poole is one of the RNLI's busiest stations (topping the 1995 'call out league'), so the book cannot and does not pretend to be a comprehensive list of every service performed.

What it does do though is to provide a very readable account of the area's lifeboat service.

In these days of reliable engines, close-winded sailing vessels and well marked dangers it is hard to realise that the approaches to Poole's enormous, sheltered natural har-

bour could be highly dangerous - a fact borne out by records of losses dating back to Viking times.

The station at Poole was founded in 1865, and the lifeboats have had a number of 'homes' within the vast harbour. The then-remote North Haven point (now built-up and the site of the cross entrance chain ferry) was first, and the lifeboats migrated round the harbour via Fisherman's Dock and a local marina before coming to rest in their present location on moorings near the Town Bridge.

The station's inshore lifeboats have been extremely busy in the large shallow harbour and a chapter is given over to their history - which stretches from the one of the earliest in 1963 through to the present day. Poole was in fact the last station to use a rigid inshore lifeboat, outlasting all of the other A class boats to be withdrawn only in 1995.

An interesting and readable account, packed with detail.

Rogue Storm

A True Story of Disaster and Survival in a Force 12 Storm by Tony Farrington
published by Waterline at £18.95

ISBN 1-85310-735-2

This reviewer must admit that on picking up this book his first thoughts were - 'what possible relevance can a book concerning a freak storm on the other side of the world and involving yachts from America, New Zealand and Australia possibly have to readers of THE LIFEBOAT?'

The answer became very obvious within the first few pages of the first chapter.

Rogue Storm is one of the very few books in which the written word conveys the sheer magnitude of storms at sea, the effect they have on both crews and boats and the hopes and fears instilled in the people who experience them

- both as casualties and rescuers. Author Tony Farrington listened to the radio messages from the victims of this storm aboard his own yacht in the safety of Auckland Harbour, and subsequently sought out the people behind the voices he had heard - both rescued and rescuer - and encouraged them to tell their tales.

Twenty one people were rescued during the 72-hour storm - in which winds reached 100 knots and seas touched 100ft - three people were lost and several yachts fought their way through with varying degrees of damage. Several were rolled, or pitchpoled stern over bow, and dismantled or were badly damaged in other ways. Aircraft and naval and commercial vessels struggled with appalling conditions in a remote area to save the lives of others caught in the storm - even launching inflatable and rigid inflatable dinghies in storm force conditions in mid-ocean to do so.

A gripping book, exciting on any level but very relevant to any small boat sailor. Well structured and informative, but above all an insight into the part played in survival conditions by the most complex part of a yacht's equipment - her crew.

Build your own boathouse

Frank Kilroy, Station Honorary Secretary at Lytham St Annes, decided to mark the 10th anniversary of the Lifeboat Museum (which is in the old boathouse at Lytham) by commissioning a special limited edition card kit of the building from kit specialists Alphagraphix. We have not had a chance to build one ourselves but Frank reports that given a sharp knife and a little time the kit builds into a very nice model. Certainly our 'review copy' seems nicely printed and with comprehensive instructions.

The kit is in 4mm to the foot scale ('OO' model railway scale) and costs £2.99, or £3.50 by post from Frank Kilroy at 35 Ripon Road, Ansdell Lytham FY8 4DS

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

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

Big problems with little ships

I was fascinated to read about the 34 calls to which the Poole lifeboat responded on August Bank Holiday last year. It certainly sounds like the record for one station.

Another interesting set of 'calls' would be those answered by the three lifeboats, who escorted the convoy of the Dunkirk little ships back to Dunkirk on 24 May 1990.

Seventy-five of the little ships, who had taken part in the evacuation in 1940, set sail from Dover in conditions which were approaching the limit but were promised an improvement. They sailed in a tightly controlled convoy, two columns abreast at the speed of the slowest. Off Calais the convoy formation changed to a single column and the weather deteriorated to a Force 6 or 7. We had a superb escort of three RNLI lifeboats *The Duke of Atholl* on passage from the presentation of awards to Poole to join the relief fleet, Dover lifeboat, and Walmer's new Atlantic 21.

The first casualty, not far out of Dover, was the partially crippled owner of one of the smallest boats, who fell and injured his back. The Walmer lifeboat attended, had the casualty evacuated by helicopter and helped crew the boat back to Dover. They rejoined the convoy in mid-Channel.

Over the other side quite a few boats suffered loss of power, possibly due to water getting into the fuel. Pulling out of the convoy, one of the lifeboats would take them in tow until they had

cleared the problem and could be let go to regain their situation. By this time, almost inevitably, someone else required assistance.

The Walmer boat went into Dunkirk West for refuelling and escorted some 'lame ducks' up the canal to Dunkirk East, where we all arrived and got into the Watier Lock in the dark. Before leaving for home, Dover lifeboat helped a boat with steering problems

into the lock. The relief Arun and Walmer lifeboats came through with us to the Basin du Commerce where the Walmer crew slept on the Arun before returning to Walmer the next day.

A motor yacht, *Roseheartly* accompanied the convoy and a French lifeboat, *Jean Bart* also helped those in difficulties.

M. R. C. Parr
Padstow

Weymouth memories



Your series looking at lifeboat stations from the air in the Spring 1996 issue, reminded me that I had come across a 'snapshot' of the Weymouth lifeboat taken in 1936.

I thought readers might like to see the sharp contrast between this and the wonderful Aerofilm photograph of their present lifeboat station.

Miss M. J. Howes, Torquay

... and more books continued from page 179

Standing Into Danger

Two Hundred Years of Lifeboat Service in the River Tay and St Andrews Bay by Andrew Jeffrey

published by the Dundee Branch of the RNLI at £8.95

ISBN 0-9527568-0-3

This well-illustrated A4-format book traces the history of the lifeboats in the River Tay and St Andrews Bay from the arrival of the first boat in 1802 to the present day and covers all of the stations in the area - including the now closed stations at Tayport, Buddon Ness, St Andrews, Boarhills and Fife Ness as well as the current one at Broughty Ferry.

The tale is the more poignant as it includes a graphic and moving account

of the loss of the Broughty Ferry lifeboat *Mona* in 1959, when on service to the lightship *North Carr*. Capsized by ferocious seas near the Bar with the loss of her entire crew she was washed ashore in the early hours of December 8th that year and, controversially, deliberately destroyed by fire nearby some three months later.

A well-written and fascinating account which will have an appeal far outside the area covered.

Standing Into Danger can be obtained from the Dundee Branch RNLI, The Lifeboat Shed, Fisher Street, Broughty Ferry, Dundee DD5 1EF. At least 70% of the revenue from the book will be used to support the lifeboat service in the area.

Diesel Troubleshooter

by Don Seddon

published by Fernhurst Books at £11.95
ISBN 1 898660 21 2

With pleasure craft accounting for more than half of the RNLI's call outs, and mechanical failure the biggest single cause of trouble a book which specifically addresses the problem of mechanical breakdown is to be warmly welcomed.

Inspired by the RYA's Diesel Engine Course this book is intended to take even a complete novice through preventative maintenance and troubleshooting. Although aimed at yachts the volume is also suitable for motor boats with engines up to around 100hp. Clear, straightforward and thoroughly recommended reading.

Lifeboat!

Lifeboat!

The Royal National Lifeboat Collection

Bringing History Alive



The first steps inside the new National Collection of lifeboats tell you that this is something very special. Here, for the first time anywhere in the world, the history of a nation's lifeboats and the men who took them to sea is laid out under one roof.

The collection runs from pulling and sailing lifeboats of the last century, through high speed inshore lifeboats to the 54ft Arun class, most of which are still in service. The lifeboats range from the virtually 'as-found' state of the 1897-built *St Paul* to the apparently still-in-service condition of the more modern boats.

Here too is the history of the men and women who served aboard them, with hands-on displays of self-righting and of different hull shapes. There are tractors, launching carriages, engines, winches and the other equipment of past and more recent times which made the RNLI's lifeboats what they were.

Housed in the historic No. 4 Covered Slip, in the centre of maritime heritage at Chatham's Historic Dockyard in Kent, the collection is not to be missed.

The Royal National Lifeboat Collection

The Historic Dockyard, Chatham, Kent

Telephone (01634) 812551

Admission to Lifeboat! is by admission to the Historic Dockyard. The entry price includes access to all other galleries, displays and attractions in the 80-acre site.

Opening Hours 1 April to 3 November: 1000 to 1700*

February, March and November: Wednesdays, Saturdays and Sundays only, 1000 to 1600*

(* Last admission one hour before close)

Access by road: Signposted from Junction 3 on the M2, or take the A229 to Chatham at Junction 6 from M20. Follow signs on approach. Free parking on site.

Access by rail: Regular trains from Victoria and Charing Cross and local stations. One mile to Dockyard from Chatham station.

*There is wheelchair access to all parts of Lifeboat!
(except aboard the boats)*

Lifeboat!

Bringing History Alive

St Paul is the oldest lifeboat in the collection, being built in 1897 and serving as a lifeboat until 1934. The wide beam is typical of the Norfolk and Suffolk type of lifeboat of the era.

A service by *St Paul* to a Rye sailing smack in December 1919 led to the award of Silver Medals to her coxswain and second coxswain and Bronze Medals to the remaining 14 crew members. **Type** Norfolk and Suffolk **Built** 1897 **Length** 38ft **Beam** 12ft **Stationed** at Kessingland.

A display explains the development of lifeboat construction through to the present day



Lizzie Porter is typical of the many pulling and sailing lifeboats which formed the bulk of the RNLI fleet in the late 19th and early 20th centuries. George Cromarty, her coxswain at Holy Island, was twice awarded the RNLI Silver Medal.

Type 35ft SR (self-righting) Lifeboat **Built** 1909 **Length** 35ft **Beam** 8ft 6in **Stationed** at Holy Island, North Sunderland.

The story of the various ways in which lifeboats are launched is complemented by the 1958-built launching tractor alongside.



James Leath is a pulling and sailing Norfolk and Suffolk type lifeboat. Strongly built with a heavy iron keel these were extremely stable. The high decks enclosed numerous watertight compartments to make them very buoyant although not self-righting.

Type Norfolk and Suffolk **Built** 1910 **Length** 42ft **Beam** 12ft 6in **Stationed** at Pakefield, Caister and Aldeburgh.

Visitors will be able to board *James Leath* and try their hand at a rowing simulator illustrating the great strength needed.



B.A.S.P. was named after the initials of the four donors who funded her. She is an example of an early motor lifeboat but was still fitted with a mast and sails.

Type 45ft Watson Motor Single Screw Lifeboat **Built** 1924 **Length** 45ft **Beam** 12ft 6in **Stationed** at Yarmouth, Falmouth, Valentia and Relief.

B.A.S.P. forms part of the story of lifeboat construction and will be restored in view of visitors on-site as funds allow.



Helen Blake is the sole example of a design intended for use in confined waters. The War intervened and no others were built. She spent her 20 years of service on the Liffey Estuary in Ireland.

Type Motor Harbour Lifeboat **Built** 1939 **Length** 28ft **Beam** 8ft **Stationed** at Poolbeg.

Helen Blake and the displays around her are used to illustrate the development from sail to motor lifeboats.



One of a class of four 41ft lifeboats built for slipway launching. Watson lifeboats take their class name from their designers, G.L. Watson and Co who were the RNLI's consultant naval architects for many years.

Susan Ashley spent most of her service life at Sennen Cove, the station closest to Lands End. **Type** 41ft Watson Motor Cabin Lifeboat **Built** 1948 **Length** 41ft **Beam** 11ft 8in **Stationed** at Sennen Cove, Barry Dock and Tynemouth.

Sennen Cove is one of the stations where whole families become involved with the lifeboat and the displays look at this phenomena at several locations. Visitors can board *Susan Ashley* to view her cramped accommodation for the crew.



The collection...

Lifeboat!

Bringing History Alive

North Foreland (Civil Service No. 11) is a 46ft 9in Watson, the first class to be built with a centre cabin and midships steering position. Following the lifeboat disasters of 1969 and 1970 she was fitted with an automatically inflating bag on the cabin top to make her self righting. North Foreland's coxswain, Dennis Price, was awarded an RNLI Silver Medal in 1952 following the rescue of two men from the rigging of a wrecked barque.

Type 46ft 9in Watson Twin-Screw Lifeboat **Built** 1951 **Length** 46ft 9in **Beam** 12ft 9in **Stationed** at Margate and Relief.

A boat with strong connections with Kent, having spent 27 of her 30 years in service at Margate. Displays explore the area's lifeboat stations.



North Foreland



Grace Darling was the last of the 21 Liverpool class lifeboats to be built and spent almost half her service life at North Sunderland and at Youghal in Ireland. Her coxswain at North Sunderland was awarded a Bronze Medal.

Type 35ft 6in Liverpool Twin-Screw Lifeboat **Built** 1954 **Length** 35ft 6in **Beam** 10ft 8in **Stationed** at North Sunderland, Youghal and Relief.

Displays show the story of Grace Darling and the RNLI today

Grace Darling

J.G. Graves of Sheffield was the first of the 26 Oakley Mk1s to be built between 1958 and 1971 and is displayed on a typical launching carriage of the period. The class was designed to be self righting while retaining a high degree of stability.

Type 37ft Oakley Mk1 Twin-Screw Lifeboat **Built** 1958 **Length** 37ft **Beam** 11ft 6in **Stationed** at Scarborough, Clogher Head and Relief.

'Meet the RNLI' - a description of the RNLI and how it works



J. G. Graves of Sheffield



St Cybi (Civil Service No.9) is one of 20 Barnett class boats built. At 52ft they were the largest RNLI lifeboats at the time and were fine seaboats. All were built with open cockpit steering position but St Cybi was later fitted with an enclosed wheelhouse

Type 52ft Barnett Twin-Screw Lifeboat **Built** 1950 **Length** 52ft **Beam** 13ft 6in **Stationed** at Holyhead and Relief.

St Cybi took part in a famous double Gold Medal service in 1966 and the theme of the display is 'Heroism and Sacrifice'.

St Cybi

The Oakley Mk1s were the first self-righting lifeboat to be built after the war, using a system of water ballast transfer. Will and Fanny Kirby's coxswain was awarded a Bronze Medal in 1973.

Type Oakley Mk1 Twin-Screw Lifeboat **Built** 1963 **Length** 37ft **Beam** 11ft 6in **Stationed** at Seaham, Flamborough and Relief.

Will and Fanny Kirby will be sectioned to show her construction, the complex self-righting system, cockpit and engine room.



Will and Fanny Kirby



The largest and newest boat in the collection Edward Bridges (Civil Service and PO No.37) is one of the early wood-built Arun class, the remainder of which are still in service. The Aruns are inherently self righting because of the large sealed wheelhouse and distribution of weight. The majority of the class are 52ft long and built of glassfibre. Another boat involved in a Gold Medal service - her acting coxswain receiving the Gold Medal for a service in 1976.

Type Arun Class **Built** 1975 **Length** 54ft **Beam** 17ft **Stationed** at Torbay.

Visitors can walk aboard and around Edward Bridges. Most of her original equipment will be refitted over a period of time.

Edward Bridges

The collection...

Lifeboat!

Bringing History Alive

Designed by J. A. McLachlan the ragged chine inshore lifeboat was intended to have a greater offshore capability than the D class inflatable. A successful boat (her helmsman winning a Bronze Medal in 1975) the class was eventually superseded by the arrival of the rigid inflatable Atlantic 21.

Type 18ft 6in McLachlan Inshore Lifeboat **Built** 1970 **Length** 18ft 6in **Stationed** at Weston-super-Mare.

Displayed on a high cradle to show the unusual 'ragged chine' hull which minimised wave action on the hull at speed A 504 is part of the display showing the history of the inshore lifeboat.



The first of the Atlantic 21s, and the forerunner of all rigid inflatables now widely used for commercial and leisure purposes. Developed at Atlantic College and using a rigid buoyant floor surrounded by a continuous inflatable tube.

Type Atlantic 21 **Built** 1970 **Length** 21ft **Stationed** at Relief. Part of the history of inshore lifeboats. B501 will join B500 shortly, having been converted to a 'playboat' which children can enjoy in safety. (B513, illustrated, is a temporary exhibit drawn from the Relief Fleet)



Blue Peter III was one of four D class inflatables which were funded by the TV program 'Blue Peter' in the 1960s and subsequently replaced in 1972 and 1984 after further appeals.

The class was developed in 1963 after consultation with French lifesaving organisations which were operating Zodiac inflatable boats.

Type D class Inshore Lifeboat **Built** 1967 **Length** 16ft **Stationed** at North Berwick, Treaddur Bay, Scarborough, Little and Broad Haven and Margate.

Blue Peter III is the centre of a display which traces the links between the R.N.L.I and the popular TV program, culminating in the recent appeal which also funded a new Trent class lifeboat.



Why Chatham?

The Historic Dockyard at Chatham is an ideal site for the Royal National Lifeboat Collection - it is able to form part of a wider display of maritime history, becomes part of a bigger 'day-out' and is likely to be visited by those who might not otherwise have considered visiting a lifeboat display.

As a bonus the boats are in almost ideal conditions - under cover and protected from the elements, yet well ventilated and open to the atmosphere sufficiently to prevent the kind of drying out and shrinkage which would result from an indoor position.

But just why the Collection has found such a good home is part of a much longer story.

The R.N.L.I has always been conscious of its heritage, yet its conscience and charter have prevented it spending money raised for saving life on presenting its heritage to the public.

It had retained some historic boats which had been loaned to a privately run museum at Bristol - where they joined others both owned by the museum and lent to it by individuals.

Sadly the museum ran into financial difficulties and closed, the boats remaining on site and safely under cover although not accessible. But when Bristol City Council wanted their building back extra impetus was added to the problem of finding a new home.

The Institution's Lifeboat Preservation Working Group had existed for almost 25 years, finding homes for individual historic boats and, one of its members, Simon Stephens of the National Maritime Museum, was aware of the space available at The

Historic Dockyard's 80-acre site in Chatham. Although several towns had expressed interest in housing the Collection none had a suitable building ready, and the finance would always have been a problem. However the Historic Dockyard (itself a charity) was a different matter, for among its vast number of listed buildings was the enormous and under-used No. 4 Covered Slip - a 169-year-old building of great architectural interest.

Also in place was the infrastructure needed for a major display - ticket offices, toilets, refreshments and so on. The Dockyard would store the boats but, as it preferred them to be on public display, a symbiotic partnership soon gelled. The Dockyard could add another attraction for its visitors and the R.N.L.I would have its National Collection. In a matter of months the boats were safely resting among a cosmetic shingle 'beach', but still open to the public only on special occasions.

The funding of a major hands-on and interactive display was beyond the resources of either party - but not the National Lottery's Heritage Fund. A successful application saw a grant of £355,000, topped up by another £100,000 from a private trust fund, and work could begin.

Although the major work was contracted out to commercial concerns, volunteers came forward to renovate and prepare the boats and, as usual, timings were tight. However, on Bank Holiday Saturday, 25 May 1996 the long-held hopes of the Institution came to fruition and the unique National Collection of Lifeboats opened its doors to the public.

LIFEBOAT SERVICES

November and December 1995, January and February 1996

- Aberdeen**, Grampian
54ft Arun ON 1050: Nov 2, 21, Dec 31 and Jan 18
- Aberdovey**, Gwynedd
Atlantic 21: Jan 19
Relief Atlantic 21: Feb 21
- Aberystwyth**, Cardiganshire
Relief Atlantic 75: Nov 26, Dec 12, Jan 29 and Feb 11
- Aith**, Shetland
52ft Arun ON 1100: Nov 18, Dec 27, 28, 30 and Feb 7
- Aldeburgh**, Suffolk
12m Mersey ON 1193: Nov 1, 19, Dec 3, 14 and Jan 15
D class: Dec 3, 28 and Jan 15
- Alderney**, Channel Islands
14m Trent ON 1199: Nov 8 and 16
- Amble**, Northumberland
44ft Waveney ON 1004: Nov 3 and Jan 16
- Angle**, Pembrokeshire
47ft Tyne ON 1114: Nov 23 and Feb 17
- Anstruther**, Fife
12m Mersey ON 1174: Dec 8
Relief 12m Mersey ON 1178: Feb 13
- Appledore**, North Devon
47ft Tyne ON 1140: Nov 6
Relief 47ft Tyne ON 1142: Feb 27
Atlantic 21: Nov 25, Feb 9 (twice), 12 and 24
- Aran Islands**, Co Galway
52ft Arun ON 1118: Nov 1, 10 (twice), 14, 18, Dec 9, 25 (twice), 26, 27, Jan 1, 17, 29 and Feb 18
- Arbroath**, Tayside
12m Mersey ON 1194: Nov 26
Relief 12m Mersey ON 1124: Dec 17
D class: Nov 26 and Dec 17
- Arran (Lamlash)**, Strathclyde
C class: Nov 20
- Arranmore**, Co Donegal
47ft Tyne ON 1111: Nov 2, 9, 16, 17, 18, 19, 20, Dec 1, Jan 19 and Feb 12
- Ballycotton**, Co Cork
Relief 52ft Arun ON 1077: Nov 8, 29, Dec 8, 9 and 11
52ft Arun ON 1067: Jan 14
- Ballyglass**, Co Mayo
Relief 52ft Arun ON 1108: Nov 16, 17 and 18
52ft Arun ON 1159: Feb 18
- Baltimore**, Co Cork
47ft Tyne ON 1137: Jan 2, 15 and Feb 17
- Bangor**, Co Down
Atlantic 21: Nov 13 and 19
- Barmouth**, Gwynedd
12m Mersey ON 1185: Nov 11 and Jan 28
D class: Nov 9, Dec 27 and Jan 6
- Barra Island**, Western Isles
52ft Arun ON 1143: Jan 18, 27, 31 and Feb 20
- Barrow**, Cumbria
Relief 47ft Tyne ON 1115: Nov 18, Dec 10 Jan 16 and 24
- Barry Dock**, Vale of Glamorgan
52ft Arun ON 1018: Dec 11, Feb 4, 7, 9 and 22
- Beaumaris**, Anglesey
Relief Atlantic 21: Nov 17, 18, 26 and 28
Atlantic 21: Dec 5 (twice), 6, 15, 23, 28, Jan 8, Feb 14 and 15
- Bembridge**, Isle of Wight
Relief 47ft Tyne ON 1122: Nov 1, 11, 15, 27, 29 and Dec 23
D class: Dec 10
- Berwick-upon-Tweed**, Northumberland
12m Mersey ON 1191: Dec 20
Relief 12m Mersey ON 1162: Jan 8
- Blackpool**, Lancashire
Relief D class: Nov 14, 21, Dec 21, 24, Jan 3 and 27
D class: Nov 21, Dec 21, 24 and Jan 3
- Blyth**, Northumberland
14m Trent ON 1204: Dec 10 (twice)
- Borth**, Cardiganshire
D class: Nov 3 and Dec 12
- Bridlington**, Humberside
12m Mersey ON 1169: Nov 8, 26 and Feb 17
- Brighton**, East Sussex
Relief Atlantic 21: Nov 5
Atlantic 21: Nov 16 (twice), Jan 6 and 16
- Broughty Ferry (Dundee)**, Tayside
52ft Arun ON 1056: Nov 4, 25 and Dec 10
D class: Nov 25 and Dec 10
- Buckie**, Grampian
52ft Arun ON 1093: Nov 7, 8 and 28
- Bude**, Cornwall
D Class: Nov 5
- Bundoran**, Co Mayo
Atlantic 75: Nov 16 (twice), 17, 18, Feb 17, 18, 19 (twice), 20 (twice), 21, 22, 23, 25, 26, 27 (twice) and 28
- Burry Port**, Carmarthenshire
D class: Nov 8, 19, 26, Dec 3, Jan 7 and Feb 26
- Calshot**, Hampshire
33ft Brede ON 1104: Nov 11 (twice) and Dec 4
- Campbeltown**, Strathclyde
52ft Arun ON 1059: Nov 3
Relief 52ft Arun ON 1071: Dec 18 and Jan 23
- Cardigan**, Cardiganshire
C class: Dec 10, 21 and Jan 22
- Clacton-on-Sea**, Essex
Atlantic 21: Nov 2, 11, 19, Dec 3, Jan 20 and Feb 21
- Cleethorpes**, Humberside
D class: Nov 24, Dec 23, Jan 31 and Feb 1
- Clifden**, Co Galway
C class: Nov 1, Dec 5, 14, Feb 3, 4 and 5
- Clogher Head**, Co Louth
12m Mersey ON 1190: Nov 9 and Jan 18
- Conwy**, Conwy
D class: Dec 26
- Criccieth**, Gwynedd
Atlantic 75: Jan 6 and 12
- Cromer**, Norfolk
47ft Tyne ON 1097: Dec 8 and 15
- Donaghadee**, Co Down
52ft Arun ON 1107: Nov 7 and 27
- Douglas**, Isle of Man
47ft Tyne ON 1147: Dec 9, 12 and Feb 14
- Dover**, Kent
50ft Thames ON 1031: Nov 12, 13, 19, 27, 28, Dec 4, Jan 5, 20, Feb 6 and 13
- Dun Laoghaire**, Dublin
14m Trent ON 1200: Nov 20, 22, Dec 4, Jan 6, 7, 13 and Feb 15
Relief D class: Dec 27 and Jan 6
- Dunbar**, Lothian
44ft Waveney ON 1034: Dec 7
14m Trent ON 1207: Dec 25
D class: Dec 7
- Dungeness**, Kent
12m Mersey ON 1186: Nov 20, 30 and Dec 17
- Dunmore East**, Co Waterford
44ft Waveney ON 1035: Nov 14, 15, 23, Dec 6, 19, 22, Jan 6, Feb 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 25, 27 (twice) and 28
- Eastbourne**, East Sussex
12m Mersey ON 1195: Nov 2, 13, 20, Dec 5 (three times), 23, Jan 7 and 16
D class: Nov 22 and Dec 5
Relief D class: Dec 18, Jan 2 and 7
- Exmouth**, South Devon
44ft Waveney ON 1045: Nov 30 and Feb 7
D class: Nov 13, 26, Jan 7, 14 and Feb 18 (twice)
- Eyemouth**, Borders
44ft Waveney ON 1026: Nov 15, 26, 29, Dec 20 (three times), Jan 1 and 8
- Falmouth**, Cornwall
52ft Arun ON 1058: Nov 26, Feb 4 and 5
Atlantic 21: Nov 5 (twice), 15, Jan 13, Feb 19 and 21
- Fenit**, Co Kerry
52ft Arun ON 1081: Nov 22 and 23
Relief 52ft Arun ON 1150: Jan 20
- Filey**, North Yorkshire
Relief 12m Mersey ON 1189: Nov 3
12m Mersey ON 1170: Dec 9
- Fishguard**, Pembrokeshire
14m Trent ON 1198: Dec 18, Jan 2, 13 and Feb 15
- Flamborough**, Humberside
Atlantic 75: Nov 1, 23, Dec 12, Feb 7, 8, 18 and 24 (twice)
- Fleetwood**, Lancashire
47ft Tyne ON 1156: Nov 18, Jan 16 and Feb 4
Relief D class: Dec 24 and Jan 17
- Fowey**, Cornwall
44ft Waveney ON 1028: Nov 5, 25, Dec 3, Jan 7 and 20
- Fraserburgh**, Grampian
47ft Tyne ON 1109: Nov 11, Dec 6, Jan 17 and Feb 14
- Great Yarmouth and Gorleston**, Norfolk
44ft Waveney ON 1065: Jan 1
Atlantic 21: Nov 9, 27, Jan 1 and 6 (twice)
- Happisburgh**, Norfolk
D class: Nov 11 (twice)
- Hartlepool**, Cleveland
44ft Waveney ON 1044: Dec 4
Relief 44ft Waveney ON

Lifeboat Services

Continued

- 1001: Jan 18
Relief Atlantic 21: Dec 4
Atlantic 21: Jan 18
Harwich, Essex
44ft Waveney ON 1060: Nov 12, 19, Feb 7 and 21
17m Severn ON 1202: Dec 29
Atlantic 21: Nov 12, 22, 25, 27, Dec 29 (twice), Jan 1, 8, 22 and Feb 7
Hastings, East Sussex
12m Mersey ON 1125: Nov 4, Dec 1 and 17
Relief 12m Mersey ON 1189: Jan 17
D class: Dec 1
Hayling Island, Hampshire
Atlantic 75: Nov 5 (twice), 14, 21, 25, 26 (twice), 27, Jan 22 and 26
D class: Nov 5 (twice) and Dec 26
Helensburgh, Strathclyde
Atlantic 21: Nov 28, 29, 30, Dec 22 (twice), Jan 1, 3 and Feb 21
Holyhead, Anglesey
47ft Tyne ON 1095: Nov 4, 13, 19 (twice), Dec 21, Jan 1 and 9
D class: Nov 13 and 22
Horton and Port Eynon, Swansea
D class: Nov 19 (twice)
Howth, Co Dublin
52ft Arun ON 1113: Nov 16, 23 and Dec 13
Hoylake, Merseyside
12m Mersey ON 1163: Nov 8 and Jan 23
Relief 12m Mersey ON 1162: Dec 22
Humber, Humberside
52ft Arun ON 1123: Nov 6, 29, Dec 1, 3, 8, 29, Jan 7, 16 (twice), 19, Feb 1, 2 (twice), 7, 16, 18, 19 and 20
Hunstanton, Norfolk
Atlantic 21: Jan 14 and Feb 2
Ilfacombe, North Devon
Relief 12m Mersey ON 1148: Nov 6 and 11
D class: Dec 27 and Jan 12
Invergordon, Highland
Relief 44ft Waveney ON 1006: Nov 1
Islay, Strathclyde
50ft Thames ON 1032: Nov 17, 25 and Jan 27
Kilkeel, Co. Down
Atlantic 21: Nov 30 (twice), Jan 19 and Feb 16
Kilmore Quay, Co Wexford
12m Mersey ON 1187: Jan 19, Feb 4, 5, 6, 7, 12, 13, 14 (twice), 15 and 16
Kinghorn, Fife
Atlantic 21: Nov 2
Atlantic 75: Dec 19, Jan 5 and Feb 13
Kirkcudbright, Dumfries and Galloway
Relief Atlantic 21: Nov 11
Atlantic 21: Dec 16 and Jan 30
Kirkwall, Orkney
52ft Arun ON 1135: Jan 15 (twice) and Feb 20
Largs, Strathclyde
Atlantic 21: Nov 10, Dec 27, Jan 10, Feb 18 and 23
Larne, Co Antrim
Relief D class: Dec 29 and Feb 5
Lerwick, Shetland
52ft Arun ON 1057: Nov 4, 14, 15, Dec 5, 9, 11, 12, 19, 26, Jan 10 and 20
Little & Broad Haven, Pembrokeshire
D class: Nov 5
Littlehampton, West Sussex
Atlantic 21: Nov 11 (twice)
Llandudno (Orme's Head), Conwy
12m Mersey ON 1164: Nov 11
Relief D class: Nov 4 and Dec 1
Lochinver, Highland
52ft Arun ON 1144: Nov 2 and Jan 25
Lough Swilly (Buncrana), Co Donegal
Atlantic 75: Nov 12, 16, 17, 18, 19, 20, 26, Dec 3 and 4
Lowestoft, Suffolk
47ft Tyne ON 1132: Dec 11, 14 and Jan 19
Lyme Regis, Dorset
Atlantic 21: Dec 18 and 26
Lymington, Hampshire
Atlantic 21: Nov 26, Dec 24, 25, 27 and Jan 19 (twice)
Lytham St Annes, Lancashire
Relief 12m Mersey ON 1192: Nov 4 and 5
Relief 47ft Tyne ON 1146: Dec 21
Relief D class: Nov 4, 5 (twice) and Dec 18
Mablethorpe, Lincolnshire
D class: Nov 6 and 8
Mallaig, Highland
52ft Arun ON 1078: Dec 6, 31, Jan 2, 11, 31, Feb 1 and 28
Margate, Kent
Relief 12m Mersey ON 1184: Nov 4, 18, Dec 5, 20, 31, Jan 1 and 10
12m Mersey ON 1177: Feb 13
D class: Nov 4
Relief D class: Jan 14
Minehead, Somerset
Relief D class: Nov 19
Atlantic 75: Dec 3 and 17
Moelfre, Anglesey
47ft Tyne ON 1116: Nov 7, Dec 19, 21 and Feb 24
Montrose, Tayside
Relief 47ft Tyne ON 1133: Nov 13 (twice) and Dec 3
D class: Nov 13 (twice) and 19
Morecambe, Lancashire
D class: Nov 19, 26 and Jan 10
Mudford, Dorset
Atlantic 21: Nov 5 (three times), Dec 12, 23, 31, Feb 4 and 18
The Mumbles, Swansea
47ft Tyne ON 1096: Nov 7, 28, Dec 10, 11, Jan 11 and 17
D class: Nov 4, 8 (twice) and 12
Relief D class: Nov 30, Dec 10, Jan 10, 18 and Feb 3
Newbiggin, Northumberland
Relief Atlantic 21: Nov 20
Atlantic 21: Feb 26
New Brighton, Merseyside
Atlantic 21: Nov 13, 15, 19 and Dec 11
Newcastle, Co Down
12m Mersey ON 1188: Feb 16
Newhaven, East Sussex
52ft Arun ON 1106: Nov 14, 20, Dec 4 (twice), 24, Jan 6, 12, 30, Feb 4 and 18
Newquay, Cornwall
Atlantic 75: Nov 10 (twice), Dec 7, 16, 31, Jan 1 and Feb 23
D class: Dec 31, Jan 1, Feb 4 and 23
New Quay, Cardiganshire
12m Mersey ON 1172: Feb 10
North Berwick, Lothian
D class: Jan 6
North Kessock, Highland
D class: Dec 2, 31 and Feb 22
North Sunderland, Northumberland
12m Mersey ON 1173: Nov 4, 8, 15 and Dec 5
Oban, Strathclyde
33ft Brede ON 1102: Nov 10, 13, 15, 19 (twice), 22 (twice), Dec 8 (twice), 26, Jan 25, Feb 15 and 16 (twice)
Padstow, Cornwall
47ft Tyne ON 1094: Nov 5, Dec 3, Jan 13 and Feb 4
Relief 47ft Tyne ON 1122: Feb 28
Penarth, Vale of Glamorgan
Atlantic 21: Jan 16, Feb 4, 9, 11 and 17
D class: Nov 19, Dec 11, 25 and Feb 17
Penlee, Cornwall
52ft Arun ON 1085: Dec 10, 25, 31, Jan 16 and 20 (twice)
Peterhead, Grampian
47ft Tyne ON 1127: Nov 13, Jan 26, Feb 8 and 18
Plymouth, South Devon
52ft Arun On 1136: Nov 1, 2, 23, 26, Dec 2, 27 and 28
Poole, Dorset
33ft Brede ON 1089: Nov 3
Relief 33ft Brede ON 1090: Nov 22, 26 (twice), Dec 9, 16, 21, 31, Jan 6 and 22
Atlantic 75: Nov 3 (twice), 15, 22, Dec 9, 16, 21, 29, 30, 31, Jan 6 and 22
Porthcawl, Bridgend
D class: Nov 1, 5 (twice), 22 and Jan 14 (twice)
Porthdinllaen, Gwynedd
47ft Tyne ON 1120: Jan 28
Port Isaac, Cornwall
D class: Nov 5
Portpatrick, Dumfries and Galloway
47ft Tyne ON 1151: Nov 23 (twice), Jan 19 and 20
Portree, Isle of Skye
44ft Waveney ON 1042: Jan 22
Portrush, Co Antrim
52ft Arun ON 1070: Nov 11, 16, Dec 12, 15, Feb 7 and 15
Portsmouth, Hampshire
Atlantic 21: Nov 5, 16, 22, 25 (three times), 27; Jan 2, 6, 11 and 21
Relief D class: Nov 25
D class: Jan 6, 11 and 14
Port St Mary, Isle of Man
54ft Arun ON 1051: Dec 14
Port Talbot, Neath and Port Talbot
Relief D class: Dec 23
Queensferry, Lothian
Atlantic 21: Dec 9, 19 and Jan 5
Ramsey, Isle of Man
12m Mersey ON 1171: Nov 11
Ramsgate, Kent
14m Trent ON 1197: Dec 1,

Continued overleaf

Royal Doulton
is proud to announce

Anne Boleyn

A limited edition fine china sculpture which captures the spirit and beauty of a defiant queen

She was queen for only a thousand days, yet her spirit was to outlive the king who executed her. She herself is reported to have told Henry VIII that "My offspring shall reign long after you have gone." Indeed, her daughter Elizabeth went on to rule England for longer than any queen before her, and so fulfil the prophecy.

This splendid sculpture from Royal Doulton superbly captures the distinctive character of Anne Boleyn. The detail and colour are a joy to behold; the long flowing split cape with misty grey undergown; the regal ermine; and, of course, her jewellery with the distinctive 'B' proudly announcing her name. Note too, her face, vigorous and alive, speaking as much for her wit and intelligence as for her beauty.

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Lifeboat Services

Continued

22, Feb 3, 10, 13
Atlantic 21: Dec 8 (twice),
Jan 21 and Feb 10
Red Bay, Co Antrim
C class: Dec 13, Jan 15 and
23
Redcar, Cleveland
Atlantic 21: Nov 10, 24, Dec
12, 28, 29 (twice), Jan 16
(twice), 18, 31 and Feb 15
Rhyl, Denbighshire
12m Mersey ON 1183: Nov
7 and Feb 23
D class: Jan 12
Rock, Cornwall
D class: Nov 26, Dec 10, Jan
3 and Feb 13
Rosslare Harbour, Co
Wexford
52ft Arun ON 1092: Dec 11
Relief 52ft Arun ON 1077:
Feb 2
Rye Harbour, East Sussex
C class: Nov 20, Dec 16 and
30
Relief Atlantic 21: Feb 22
St Abbs, Borders
Atlantic 21: Nov 26
St Bees, Cumbria
Relief Atlantic 21: Nov 11
(twice) and 22
Atlantic 75: Dec 15, Jan 16,
Feb 7 and 25
St Catherine, Channel
Islands
Relief Atlantic 21: Nov 19
and Feb 10
St Davids, Pembrokeshire
47ft Tyne ON 1139: Nov 3
and Feb 17
St Helier, Channel Islands
47ft Tyne ON 1157: Nov 3
(twice), 22 and Feb 25
St Ives, Cornwall
12m Mersey ON 1167: Nov
7, 26, 30 and Feb 6
Relief D class: Dec 25 and
Feb 4
St Mary's, Isles of Scilly
52ft Arun ON 1073: Dec 15
St Peter Port, Channel
Islands
52ft Arun ON 1025: Nov 15,
Jan 30, Feb 2 and 4
Salcombe, South Devon
47ft Tyne ON 1130: Nov 15,
17, 25, Dec 7, 17 and 25
Relief 47ft Tyne ON 1122:
Feb 24
Scarborough, North York-
shire
Relief 12m Mersey ON 1124:
Nov 3

12m Mersey ON 1175: Jan 10
and Feb 22
Selsey, West Sussex
47ft Tyne ON 1074: Nov 1
and Feb 8
D class: Jan 10
Sennen Cove, Cornwall
12m Mersey ON 1176: Nov
7, 13, 29, Dec 5, 15 (twice), 19
and 20
Sheerness, Kent
44ft Waveney ON 1027: Nov
1, 26, Dec 10 (four times), 14,
20, 31, Jan 1, 13, 15, 27 and
Feb 17
Relief D class: Nov 5, 22, 27,
Dec 19, 23, Feb 1, 11 and 17
Sheringham, Norfolk
Atlantic 75: Nov 8, 29, Dec 8
and 17
Shoreham Harbour, West
Sussex
Relief D class: Nov 29
Skegness, Lincolnshire
12m Mersey ON 1166: Dec
29, Jan 6 and Feb 23
Skerries, Co Dublin
D class: Nov 14 and Dec 18
Southend-on-Sea, Essex
Atlantic 21: Nov 18, 19, Dec
8, 10 (twice), 16, Jan 1, 6, Feb
12 and 18
D class: Nov 24, 28, Dec 8,
14, 22, Jan 7 (twice) and 17
Relief D class: Feb 12 and 19
Southwold, Suffolk
Atlantic 21: Nov 2, 12
(twice) and Jan 13
Staithe and Runswick,
North Yorkshire
Atlantic 21: Nov 3, Jan 14,
Feb 15 and 24
Stornoway (Lewis), Western
Isles
52ft Arun ON 1098: Nov 2,
3, Jan 10 (twice), 31 and Feb
9
Stromness, Orkney
52ft Arun ON 1099: Dec 21
(twice), 22 and Jan 16
Sunderland, Tyne and Wear
44ft Waveney ON 1043: Dec
15 and Jan 31 (twice)
Relief D class: Jan 31
Swanage, Dorset
12m Mersey ON 1182: Nov
8, 15, Jan 15, Feb 4 and 5
D class: Nov 8, Jan 15, Feb 4
and 5
Relief D class: Feb 14
Teesmouth, Cleveland
47ft Tyne ON 1110: Nov 10,
Dec 12, 29 (twice), Jan 16

(twice) and Feb 26
Teignmouth, Devon
Relief Atlantic 21: Dec 26,
Jan 25 and Feb 20
Tenby, Pembrokeshire
47ft Tyne ON 1112: Nov 7,
26 (twice) and Feb 23
D class: Nov 4
Thurso, Highland
52ft Arun ON 1149: Jan 16
Tighnabruaich, Strathclyde
Relief C class: Dec 9 and 12
Tobermory, Strathclyde
Relief 52ft Arun ON 1071:
Nov 30
54ft Arun ON 1052: Dec 24,
31 and Feb 20
Torbay, South Devon
52ft Arun ON 1076: Nov 16,
26, 29, Dec 22, 30, Feb 4, 5, 7
(twice), 8, 9, 15, 19, 21 and 24
(twice)
Relief 12m Mersey ON 1148:
Jan 5, 13 and 24
D class: Nov 2, 7, Dec 2, 30
and Jan 13
Trearddur Bay, Anglesey
Relief D class: Nov 2, 13 and
19
Troon, Strathclyde
52ft Arun ON 1134: Nov 18,
Feb 11, 26 and 28
Tynemouth, Tyne and Wear
52ft Arun ON 1061: Dec 11
Valentia, Co Kerry
52ft Arun ON 1082: Dec 12
and Jan 31
Walton and Frinton, Essex
47ft Tyne ON 1075: Nov 8,
Jan 1, 16, 20 and Feb 21
Wells, Norfolk
12m Mersey ON 1161: Nov
18 and 29
D class: Nov 10, 18 and Feb
18
West Kirby, Merseyside
D class: Nov 18
West Mersea, Essex
Relief Atlantic 21: Nov 24

and Dec 15
Atlantic 21: Jan 1, 20 (three
times), 21 (twice) and Feb 25
Weston-super-Mare, Avon
Atlantic 21: Nov 15, 19, Dec
10, Jan 22 and Feb 24
D class: Nov 15 Jan 22
Relief D class: Feb 24
Weymouth, Dorset
54ft Arun ON 1049: Nov 5
and 29
Relief 52ft Arun ON 1086:
Feb 11
Atlantic 21: Nov 5, 26 and
Dec 1
Whitby, North Yorkshire
47ft Tyne ON 1131: Nov 16,
28, 29, Dec 3, Jan 30 and Feb
14
Whitstable, Kent
Relief Atlantic 21: Nov 4, 5,
6, 12, Dec 28, 31, Jan 1, 15
and 31
Wick, Highland
47ft Tyne ON 1121: Nov 3
and Feb 26
Wicklow, Co Wicklow
47ft Tyne ON 1153: Nov 2, 9,
Dec 18 (twice), 19, Feb 4 and
24
Withernsea, Humberside
D class: Nov 7
Workington, Cumbria
47ft Tyne ON 1141: Nov 11
and 20
Yarmouth, Isle of Wight
52ft Arun ON 1053: Nov 26
(twice) and Jan 11
Youghal, Co Cork
Atlantic 21: Dec 8, 9 and Feb
20
Lifeboats on Passage
14m Trent ON 1209: Nov 28

Lifeboat Services

The services listed are those for which returns had been received at Headquarters by 25 April 1996. There may be other services for which returns had not been received.



Take me to your lifeboat...

Hunstanton lifeboatmen examine what at first they thought was a UFO. The huge 'floating spaceship', fitted with sophisticated equipment and electronics, was recovered during a call-out in February – the crew later discovered that it was a hydrographic buoy used for tidal research that had slipped its moorings.

Photo Emap Anglia Newspapers

£ £ £ THE FUNDRAISERS £ £ £

Some ways of filling the coffers...

Blackpool push the boat out



Members of the Blackpool lifeboat crew and ladies guild quite literally pushed the boat out on 10 September 1995, raising over £167 for RNLI funds.

An inflatable D class lifeboat was pushed along the promenade to North and South piers where passers by on the Golden mile were encouraged to swell lifeboat coffers. A tired but happy band of crew and fundraisers returned to the boathouse promising to repeat the event in 1996.

Back to the future

Scarborough has jumped into the 21st century thanks to the generosity of a local computer firm. When Mike Jennings of Jennings computer services, Scarborough, heard that the station did not even have a typewriter to its name, he jumped into action and presented the station with a £1,200 computer – to complete the picture, the crew used their own cash to buy a printer.

Richard Constantine, coxswain mechanic said, 'This was a magnificent gesture on Mr Jennings' part. Now we can keep the station records on disc and the equipment will be invaluable for our training sessions.'

George Exley, station honorary secretary added that the equipment will be of great benefit to the crew and will also come in useful for any station work – if allowed to get his hands on it!

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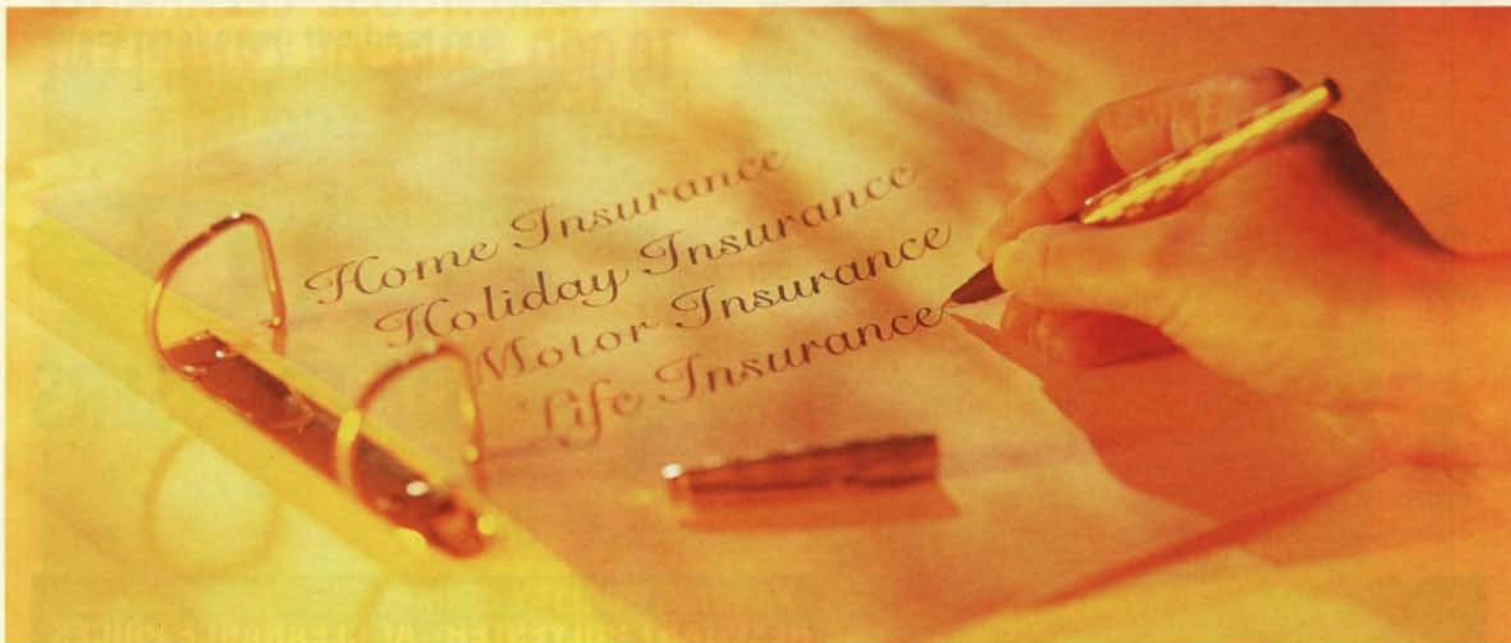
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Cash advantage

The Motor Cycling Club, founded in 1901, played host to the Penlee station branch fundraisers on Easter Sunday afternoon – helping them to raise a clear £300.

The event was the Land's End trial which, along with the Exeter and Edinburgh trials, has been run annually by the club since before World War I. From any one of the three starting points – Exeter, Bristol or Basingstoke, the 350 competitors, by car or motorbike, covered the best part of 400 miles on Good Friday night. Much of it was by night and the route included hill-climbs, driving tests, and a strict time schedule. The lengthy column, running at one-minute intervals and taking six hours to pass, finished at Land's End on the Saturday afternoon and evening.

For the first time, a driving test was laid out on the promenade at Penzance, complete with jazz band and PA system provided by Penlee branch committee member, Peter Collins.

The chairman of the club, John Aley approached the branch chairman with the idea of the Penlee fundraisers taking advantage of this ready-made occasion. Penlee ladies guild chairman, Mrs 'Binkie' Wallen set up a fundraising operation, it was also arranged for Penlee Arun class lifeboat *Mabel Alice* to put in an appearance off the promenade.

Pour on the pennies!



A standard RNLI collection box proved to be a little on the small side for the Elizabeth Barn in Tunbridge Wells. Donations from patrons built up so quickly that a giant Martell bottle had to be used in the end – collecting a total of £109 for lifeboat funds.

General manager of the restaurant, Philip Sorak, pours out the collection to Jane Alexander, Honorary secretary; and Eddy Hannan, press officer of the Tunbridge Wells branch.

Photo: Courier Newspapers

TV Celebrity tells tales!

Raymond Baxter, television presenter and a vice president of the RNLI, lives in the area of the Wargrave fundraising branch. Raymond played a key role in founding the Association of Little Ships of Dunkirk

and owns one of these historic vessels. All these factors came together when a highly successful evening was organised by the Wargrave branch at which Mr. Baxter captivated a full capacity audience of over 100 people during his talk about the little ships of Dunkirk.

At the end of the evening, which raised £850 for Institution funds, Raymond answered questions and signed autographs, including the signing of the book, *The Little Ships of Dunkirk*.

Lifeboat weekend

The highlight of the recently held lifeboat weekend at Tregenna Castle, St Ives was the presentation by Mr Leslie Leek, managing Director of the hotel, to the director of the RNLI of a cheque for £700 together with £635 proceeds of souvenir sales and a raffle.

In attendance were countrywide shoreline members and members of Cornwall's 50 branches and guilds who enjoyed watching the launch of the St Ives Mersey class lifeboat *The Princess Royal (Civil Service No 41)*, a search and rescue exercise with a helicopter from 771 Squadron RNAS Culdrose, and a visit to the new lifeboat house and souvenir shop.

The Director met and spoke to members of the Cornwall branches and guilds at a buffet lunch and also to shoreline members at the dinner in the evening.

All attending agreed it was a marvellous weekend and look forward to the repeat performance during the first weekend in November 1996.

High flier

RNLI Governor, Barrie Simpson-Wells marked his 65th birthday with an Alpine paraglider flight for charity.

The flight from the 7,500ft Plan d'Aiguille, filmed by a camera crew with radio instructions to keep him in sight, left Barrie short of the landing field in increasing wind, so he diverted under radio guidance to a field to the South.

This course also looked to be a long shot when radio instructions told him he would not be able to reach the field and should look for a clearing in the woods. Many a low-airtime pilot would have panicked at this but Barrie, keeping his nerve, put down between two moving cars on a residential road!

A cool French driver promptly wound down his window and exclaimed, 'Bonjour Monsieur!'

In January, following the film show of his flight, Barrie presented cheques for a total of £1,300 to the RNLI and Marie Curie Hospice in Penarth.



Central fundraising up-date

Toshiba - You will have received a sponsorship form with this issue for our crew members on *Toshiba Wave Warrior* in the BT Global Challenge Round The World Race. We have now selected a short-list of 10, who will be interviewed by Chay Blyth and spend a day at sea before the final five are chosen. The intention is to fund a lifeboat from sponsorship returns, and additional copies of the form will be sent out to the Branches.

Royal Bank of Scotland - An excellent wine offer has recently been launched for card-holders, and the Bank has also recruited a company called Cardforce to promote the card at events throughout the country.

HMCA - This issue also carries a further flyer on the hospital and health care programme. The previous one resulted

in 3,000 applications in the first two weeks, and the scheme has now been extended to age 75 for entry.

AGM - A variety of Affinity programmes were on offer at the AGM, including the Travel Club, RAC motoring, buildings and contents policies, crew and lifeboat models and the photographic service. We also promoted the Haven Knox-Johnston marine insurance policy, a new Petplan offer, which is again advertised in this issue, and the Small Share scheme, which has had a good start with a steady stream of small share certificates, which can be converted into funds once we have built up economic lots.

ExSPO '96 - Also this month we had a stand at the first sponsorship exhibition in London, where representatives from sport, the arts and charities met with potential sponsors to promote their or-

ganisations in this very competitive area.

Barclaycard and Volvo - The end of June will see the naming of the lifeboat funded by the Profiles campaign, which raised £550,000. The boat - *Barclaycard Crusader* - will be handed over at Eyemouth in Berwickshire by the chief executive of Barclaycard. The following month sees the naming of the third Volvo boat *Samarbeta* at Great Yarmouth and Gorleston.

RNLI Raceday, Haydock Park - Following the great success of the 1994 Raceday, the event is being repeated on Friday, 6 September. The aim is to raise sufficient funds to buy a D class lifeboat for Lytham St Annes. Full programme of seven flat races. If you are interested, either corporately or individually, please contact the North West office.

Stamp Searchers - After a good innings Ken Jagger of Pilgrim Philatelics has given up his business, and first day covers and commemorative issues will now be produced for us by Jeffrey Booth of Stamp Searchers, whose address is in the classified section. Jeffrey also produces the annual Collect GB First Day Cover catalogue, so the business is in good hands. He is producing special RNLI postmarks as well.

Branch record

Crowborough branch has just successfully completed its record year for fundraising - bringing in a total of £9,173 for Institution funds.

The branch covers many villages within the Kent/Sussex border including Hartfield (home of Winnie the Pooh!) In this village during the last year, they have had presentations given by Charles Burton, partner of Sir Ranulph Fiennes in the Transglobal Expedition, and a similar presentation given by John Bagley who took part in the first British Steel Challenge.

Other events for the branch included a successful bridge drive at the Golf club, coffee mornings, a superstore collection and flag week.

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Garry Baker
GARRY BAKER

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Naturally all this was beginning to take its toll but things unfortunately were about to get even worse. One of the previous laminectomies failed and this meant a repeat operation. Three months of intense pain to follow, after which it was diagnosed that there was a small piece of bone which had been left inside. To remove this meant another operation. By this time my life was desperate, I was absolutely reliant on drugs and was effectively living a nightmare. I went back to the hospital to see my Consultant – I will remember the short journey from my car to the 1st floor for as long as I live – 45 minutes of absolute agony – desperately clinging to the wall for support, my fingers torn with the pain of it – all of this for a short two-minutes walk for a healthy person.

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A picture of success



Lady Winifred Hilton with the Deputy Mayor of Chesterfield as he presents the painting to raffle winner, Commander S. Sampson RN(Retd)

A superb painting entitled 'Brig on a reef' was a raffle prize kindly donated to the Chesterfield branch by local RNLI supporter Mr. Peter Wall.

On 12 February 1996, in the 12th Century Eyre Chapel in Chesterfield, the painting was presented to the winner, Commander S. Sampson RN(Retd) by the Deputy Mayor of Chesterfield. The branch president, Lady Winifred Hilton D. St. J. sent the grateful thanks to Mr. Wall for his generous gift and to everyone who had bought raffle tickets.

This support raised over £400 which has considerably helped to swell the branch's fundraising for 1996 to almost £10,000.

Flower power



John and Bet Waring, left, with Sutton Coldfield branch secretary, chairman and RNLI area organiser for Wales and West Mercia

Sutton Coldfield branch is delighted to have raised £9,000 for the RNLI – not bad for a branch so far inland!

The busy year included an Xmas fair, raising some £1100 and over £320 by a sponsored knit. A flower evening was held in March with professional arrangers, John and Bet Wareing giving a demonstration. The event raised in excess of £820 and the beautiful flowers were given as prizes in a raffle.

Busy fundraising Callander

Many miles from the sea, Callander in Perthshire has a fairly large number of ex-seafarers living in the community and as a consequence, many enthusiastic RNLI fundraisers. RNLI Trossachs branch, recently held a very successful savoury supper at the Dreadnought Hotel, in Callander which donated a room, staff and cutlery for the evening resulting in a £1200 boost to lifeboat coffers.

Preparations consisted of branch committee members and their wives making something delicious to contribute to the table. The local butcher supplied the chippolatas – fresh salmon and trout came in from other sources, along with salads, chicken, other various meats, eggs, in fact almost everything you could think of!

After the supper, an RNLI film was shown which was closely followed by a raffle with prizes of meals for two, donated by local hoteliers.

Credit account

Duckhams, suppliers of oil used by the Institution's lifeboats, have been helping the RNLI now for over 20 years. The company donated £16,000 in 1995 as a credit to the RNLI's oil account, and this year Mike Stewart, sales manager (UK) for Duckhams announced that they will be donating a £19,000 credit to the Institution's 1997 account.

In Brief

IVAN Simcock, **Northenden** branch chairman, has completed three long distance walks in the last two-and-a-half years and collected some £1,600 in sponsorship for Institution funds. In 1993 he walked the Pennine way from end to end, in 1994 he took part in a locally organised event on the Wirral and last summer made the coast to coast walk from St. Bede to Robin Hood Bay. In all, several hundred miles have been covered in all types of weather and over a varied terrain – most of it involving some quite high ascents.

IN SPITE of arctic weather conditions and several cancellations, **Wroxham and district** branch held a very successful 'pancake pop-in' event at the home of the branch president, Gillian Jeckells. The pancakes served up on Shrove Tuesday were either savoury, lemon, or butterscotch, including coffee sold for £1.00 each, raising a total of £220 for the RNLI.

THE ANNUAL auction of **Coventry** ladies lifeboat guild was held on 23 March 1996 at the local church hall, raising £1000 for RNLI coffers. The guild are very grateful to Mr.

Harvey Williams FRICS, the auctioneer who gave his services free of charge.

THE NEWLY formed **Ipswich** fundraising guild held a gala concert at the Royal Hospital School, Holbrook on 16 March – raising £2,350. The musical director, Mr Peter Crompton arranged a most enjoyable programme performed by the choral society, chapel choir, school band and some very talented soloists.

CELEBRATING their golden wedding anniversary, Mr and Mrs Hind from Wickford, Essex told their guests, 'please no presents – but if you wish, a donation to the RNLI would make us very happy'. The result was a cheque for £340 handed over to their local RNLI branch chairman.

THE FINANCIAL year ending in March, proved to be the best in the history of the **West Wight** guild, Isle of Wight. The sum of £33,859, including £24,660 from the sales of souvenirs, was sent to headquarters. Events during the year included a lucrative supper and race night, held at The Royal Solent Yacht Club in Yarmouth, which raised £471 for RNLI funds.

Marathon lifeboatman

Congratulations to Mark Petty-Mayor, crew member of the Southend-on-Sea inshore lifeboat, for taking part in the 1996 London Marathon to raise money for the RNLI.

This was Mark's first marathon, which he ran in an impressive 3 hours and 41 minutes, raising some £700 for Institution funds.



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Get knitted!

Some 50 ladies put their needles together in Stourbridge on 11 March, and took part in the annual sponsored knit-in organised by Stourfield branch honorary social secretary, Pam Grice. The event has been running for over 20 years and this year raised over £1,500 for the RNLI.

The event, which produces blankets for help with emergencies in such troubled countries as Bosnia. The knit-in was held at the Page Arms by kind permission of the proprietor, Freddie DeFreitas, who has made facilities available since 1975. The ladies always look forward to the gathering and the opportunity to have a good chat with friends whilst they knit for a good cause!

Brighton display

This year's Brighton Boat Show was great success for the Brighton fundraising branch, resulting in some £1,600 raised for Institution funds.

A special mobile display unit supplied by RNLI headquarters proved instrumental in the day's achievements with £366 raised from the Volvo draw and some £918 received in donations alone!

This was Brighton's second fundraising event this financial year, the other being a collection outside a local supermarket that raised another £269.

The A team

A cheque to the value of £1,600 was presented to the North West Plymouth branch in January by 'The A Team'. This sum was raised by a combination of a sponsored swim, an auction over CB airwaves and a sponsored boat pull over 20 miles of Plymouth's streets which finished at Plymouth lifeboat station.

Munching for money!



A combined ladies and gents RNLI committee dinner was held at a local hotel in Borth on St. David's Day.

Guest of honour was Mrs Dr May Reed, donor of the new inshore lifeboat stationed at Borth. A most enjoyable dinner was had by all, followed by the prestigious ceremony of eating the leek!

Falmouth funds

Falmouth lifeboat guild organised a successful quiz night on 8 February 1996. The event was held at the Falmouth Watersports Centre and many organisations who use the centre entered teams, as did local sailing clubs and groups.

Ron Allday set the questions and there was a good-natured rivalry amongst the 37 teams who took part, many of whom knew one another.

The guild committee were delighted with the response and nearly £300 was raised for the Falmouth lifeboats. The winners were the Old fools, second was Falmouth ladies circle and third, the Falmouth diving club.



The Mayor of Dunstable was the guest of honour at the Dunstable branch pie, punch and carols event. The Toddington Band (pictured above) gave their time free of charge and the committee members made the pies and the punch. A most enjoyable time was had by all and a total of £300 was raised for lifeboat funds.

In Brief

MICHAEL Gray's sponsored cycle ride, mentioned in the Spring issue, has raised further cash - bringing the total amount raised to £1,451.

STUDENTS of the HND course in yacht manufacturing technology and marine industries at the Southampton Institute of Higher Education, held a raffle at their end of year dinner and dance, raising £154 for Institution coffers.

MEMBERS of **Surbiton** branch would like to thank supporter and friend, Michael Fletcher for putting on their Christmas dinner last year, which raised £1000 for the RNLI. This is the eighth event Michael has arranged for the branch, and over the years the branch have received some £14,000 from him.

ALMOST £300 was raised by **Greasby** branch in March with a singalong-a-lifeboat in the community centre. An evening supper and raffle, hailed a success by the branch committee and its singing audience, brought the year's total fundraising for the branch to over £1600.

SEATRADE, publisher of maritime journals and organiser of world-wide shipping events, have announced that proceeds from their 1996 Personality of the Year Award scheme will be divided between the RNLI and the Seatrade Sail Training Project.

BALLYWILLAN youth club, Portrush, held a sponsored badminton marathon and raised £300 which they donated to the RNLI. The honorary secretary of the **Portrush** lifeboat receiving the cheque from Gillian McKimm.

Due to restrictions on space, not all submissions received for the Summer fundraisers pages are featured and may appear in the Autumn issue.

Latest lifeboat fashions



The Stratford upon Avon branch of the RNLI, together with Justina's of Stratford organised a highly successful evening of film and fashion at the Queen Elizabeth Hall, The Shakespeare Centre on 21 March 1996.

The evening started with the showing of the RNLI film, 'Call Out' to a packed audience, followed by a superb fashion show, presented by Justina. The stage was decorated to look like a cruise ship and the evening finished with four of the models showing the latest RNLI wear. The event grossed over £1,200.

Successful women

Fine food, beautiful surroundings and excellent speakers were the promises made by the Liverpool ladies lifeboat guilds when advertising their ambitious fundraising project, 'successful women of Merseyside: a series of luncheons.' All of the promises were fulfilled and as a consequence £7,500 was raised for the RNLI.

Five luncheons, each with different menus, were held between October 1995 and February 1996 in the ballroom of Liverpool Town Hall.

The theme 'successful women of Merseyside' was chosen to reflect the fact that the RNLI has the enthusiastic support of many Merseyside women - ladies guilds and branches.

Baroness Chalker of Wallesy, patron of New Brighton, agreed to be patron and was herself one of the luncheon speakers. The four other speakers were Patricia Routledge, actress; Rosemary Cooper, former Lord Mayor of Liverpool; Elaine Griffiths, the first ever female cardio thoracic surgeon and Judge Elizabeth Steele.

Spurred on by the superb response, the Liverpool ladies guilds are planning a second luncheon series for the Winter of 1996/97.

Brixham AGM

Members of Brixham lifeboat guild, at their annual general meeting recently, were delighted to learn that they had raised a record total of £41,991 for the RNLI in 1995/96, a 9% increase over the previous year's figure.

The highlight of the year's events was the all-day fish quay market which raised a total of £2,190, which included £1,015 in souvenir sales - the first time the branch has broken the £1,000 barrier in one event.

Flying start

Nuneaton and district branch had a very good start to 1996, the flag day held in February, which was very well supported by local people, raised £1,500.

The branch, which reports to have a very busy year ahead, also recently held an exhibition in the local museum which ran for a month, displaying information on RNLI history and local branch events.

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People and Places

around and about the RNLI

Committee members draw the lottery

Air Vice Marshal John Tetley, chairman of the RNLI's search and rescue committee, together with other members of the committee drew the winning tickets of the 73rd lifeboat lottery at Poole on 30 April 1996.

Supervising the draw was Brian Miles, the RNLI director and Anthony Oliver, deputy head of fundraising and marketing and promoter of the lottery. The draw raised £119,253.

The cash prizes winners were:-

£2,000 Miss D Cooper, Clifton, Bristol

£1,000 Mr K Sage, Bury St Edmunds, Suffolk

£750 Mrs A Walker, Exeter, Devon; Miss L Yates, Water-

loo, London. £500 Mr K Scott, Sandgate, Kent. £250 Mr Drake, Hastings, East Sussex £100 Mrs S P Cartwright, Yeovil, Somerset; Mr PA Ellis, Doonfoot, Ayr; Mr AJ Moody, Birmingham, West Midlands; Helen Needham, Milton Keynes, Bucks; Mrs D Sweetman, Farnham, Surrey. £50 Mr J H Hodson, Barnet, Herts; Mr W Thompson, New Moston, Manchester; Mr and Mrs I Spillane, Reading, Berks; Mr L Dixon, Scarborough, North Yorks; Miss E Eaton, Stoke-on-Trent, Staffs.

When listing the winners of the January lottery in the Spring issue of THE LIFEBOAT, we omitted the name of Mr J. G. S. Widdicombe of Brent, Devon who won £100. Mr

Widdicombe has not yet claimed his prize, so we hope this was not some kind of

omen.

We await your call Mr Widdicombe!

A few days before the draw, Mrs Sandra Ward who with her husband had won the star prize of a Volvo 440 SE car in the January lottery, was presented with the keys by Mr Charles Hunter-Pease (centre), managing director of Volvo Car UK at the UK headquarters of Volvo at Marlow. On the left is the RNLI's deputy head of fundraising and marketing, Anthony Oliver.



Obituaries

With deep regret we record the following deaths:

January 1996

Coleman Hernon, ex-coxswain of Aran Islands lifeboat (formally known as Galway Bay). Coleman became bowman of the lifeboat in 1949, 2nd Coxswain in 1951 and coxswain in 1960. After 15 years as coxswain, Coleman retired from the post and served as deputy launching authority until he was appointed station honorary secretary in 1977, a position he held for some 16 years until he became station honorary press officer in 1993. Coleman was awarded the Institution's Bronze Medal for gallantry in 1962, the Chairman's letter in 1967 and binoculars in 1988.

February 1996

Ken Knight, Master Mariner, president of Bumpstead and district branch. Ken was a founder member of the branch in 1981, holding the position of chairman until 1984 when he was made president.

Mr Wallace Barber, RNLI honorary life governor. Mr Lister was a founder member of the

Stockport crew of auxiliary lifeboatmen - a unique group with a record of 58 years service to the RNLI. He was honorary secretary from 1937 to 1972, chairman from 1979 to 1993 and president of the crew. Wallace received the award of Honorary Life Governorship in 1995 for his 62 years service to the RNLI and also received the Silver badge in 1962, Statuette in 1970, Gold badge in 1971 and Bar to gold badge in 1981.

March 1996

Albert Haines, ex-coxswain of Dungeness lifeboat. Albert's service with the Institution began in 1941 as a crew member of Dungeness lifeboat, becoming bowman in 1947. In 1965 he was appointed second coxswain with promotion to coxswain in 1975, a post he held until his retirement in 1979. Albert received the Thanks of the Institution inscribed on Vellum in 1974.

Mrs Ruby Wilson, honorary secretary of the Llangefni guild. Mrs Wilson joined the guild in 1969 and was souvenir secretary for some 10 years until her appointment as honorary secretary in

1994. Mrs Wilson was awarded a Statuette in 1992.

Group Captain G. Griffith, secretary of Ruthin branch. Group Captain Griffith became secretary of the branch soon after joining in 1968 - he relinquished the position in 1987 but remained on the committee. He was awarded a Silver badge in 1981.

April 1996

Jane Cookson, treasurer of Morpeth guild. Jane joined the committee in 1974 and became treasurer in 1976, a position she held until her death. Jane was awarded the Silver badge in 1991.

Harold Armstrong, retired acting coxswain of Staithes and Runswick lifeboat. Harold joined the crew in 1960, becoming bowman in 1965. In 1968 he was appointed second coxswain and became acting coxswain in 1973, a position he held until his retirement in 1977.

Mrs Elizabeth Wiles, founder chairman of the Louth branch. Mrs Wiles founded the branch in 1970 and was awarded the Silver badge in 1986 upon her retirement as chairman. She continued to organise Louth flag days and

received a framed letter of appreciation from the Director in January 1996.

Mrs Irene Lamont, former president of the Lerwick ladies lifeboat guild. She was chairman of the reformed Grimsby ladies guild from 1964 until 1983 and was awarded a Silver badge in 1982.

Mrs Pleydell-Bouverie, mother of Lord Montagu of Beaulieu; president of the Lymington ladies lifeboat guild. Mrs Pleydell-Bouverie joined the branch in 1986.

May

Mrs J E Mustard, President of the Renfrew ladies lifeboat guild. Mrs Mustard joined the guild in 1962; was honorary secretary from 1967 to 1972, and thereafter president from 1973 to 1993. She was awarded a Silver badge in 1978 and Gold badge in 1989.

Dr Ian C Low CA, president of Broughty Ferry station branch for over 20 years. Dr Low was an extremely generous benefactor to the lifeboat station for many years and was awarded a Silver badge in 1994.

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Ramsgate Lifeboat crew, 1881.

To help them continue through the 21st, please remember the RNLI in your will.

At the beginning of the last century, so many lives were lost at sea each year that Sir William Hillary was moved to launch a public appeal for a voluntary lifeboat service. Today the seas are no less perilous – and our volunteer lifeboat crews still rely entirely on public donations to carry out their life-saving mission.

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

For a free copy simply fill in and return the coupon below, or call John Marshall on 01202 663032 and help preserve all you value.

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LJ 6/4

PRESERVING ALL YOU VALUE

People and Places

around and about the RNLI continued from page 200

Long Service Badges

The Long Service Badge for crew members and shore helpers who have given active service for 20 years or more has been awarded to:

Anstruther – Second coxswain J.S. Murray
Blyth – Second coxswain/mechanic J.C. Scott, coxswain K. Barnard, crew member D.T. Coussons
Campbeltown – Ex-coxswain/mechanic A.G. Gilchrist
Burry Port – Shore helper R.M. Gower
Moelfre – Second coxswain A. Dennis
Porthdinllaen – Crew member G.G. Jones
Bembridge – Crew member A.E.G. Attrill

Salcombe – Crew member R.H. Evans
Port St Mary – Deputy second coxswain M.R.J. Kneale
Dun Laoghire – Second coxswain J. Lawless
Southend-on-Sea – Ex-crew member C. Redhead
Weston-Super-Mare – Crew member M. Bennett
Bridlington – Second coxswain R.W. Stork
Newhaven – Assistant mechanic B.V. Ashdown
Port St Mary – Crew member A.D. Maddrell, mechanic E. Quillin
Port Isaac – Crew member M.J. Provis, crew member J.A. Brown
Abersoch – Crew member R.B. Kennedy

Thanks to Culdrose



Plymouth lifeboatman, Fred Jackson, visited RNAS Culdrose in March to say thank you to the team who airlifted him to Derriford Hospital during a rescue last year.

It was a cheerful reunion for Fred and Chief Petty Officer Aircrewman Diver, Dave Wallace who winched him from the lifeboat.

The rescue services were alerted when the Danish cargo vessel, *Marriane Danica* was reported to be foundering in heavy seas off Plymouth. Those services included a search and rescue helicopter from RNAS Culdrose and the Plymouth lifeboat which went to the aid of the crew onboard the stricken vessel.

In appalling conditions the ship, with its cargo of zinc ore, drifted towards the rocks off Stoke Point. It was during an attempt to get a line from the vessel to the lifeboat that Fred sustained his head injuries. The helicopter crew winched Fred up and airlifted him to a waiting ambulance at Plymouth Airport.

'I've been involved with rescues from the lifeboat to Navy helicopters before' said Fred, 'but I never thought that I would be the one being winched up in the stretcher. The crew did a great job and I really am grateful.'

During the visit, Fred was presented with a winching certificate by Dave Wallace as a permanent reminder of his trip on the winchwire.

Back on station – a century late!



A century after the old Boarhills private lifeboat fell into disuse the station was visited by Broughty Ferry's Arun and D class lifeboats.

The Arun's Y-boat is pictured in the entrance to the old boathouse – no doubt to the puzzlement of any ghosts of old lifeboatmen in residence.

On Station

The following lifeboats have taken up station and relief duties:

ALL-WEATHER

Relief – Trent class 14-15 *Henry Heys Duckworth* on 23 February 1996
Great Yarmouth and Gorleston – Trent class 14-10 *Samarbeta* on 25 February 1996
Sheerness – Trent class 14-11 *George and Ivy Swanson* on 16 March 1996
Eyemouth – Trent class 14-11 *Barclaycard Crusader* on 31 March 1996

Invergordon – Trent class 14-08 *Douglas Aikman Smith* on 4 May 1996

INSHORE

Galway Bay – B531 *Foresters* on 27 March 1996
Sennen Cove – D490 *Spirit of the ACC* on 30 March 1996
Bude – D495 *Elsie Frances II* on 30 March 1996
Angle – D493 *Isabella Mary* on 30 March 1996
Sunrise – D494 *Sunrise* on 30 March 1996
Kilrush – B555 *Long Life I* on 10 April 1996 (temporary station duty)
Newquay (Cornwall) – D497 on 11 April 1996
Shoreham – D501 on 14 May 1996

Awards made at the 1996 Annual Presentation of Awards

See page 160 of this issue for a report of the Annual Meetings

Since the last Annual Presentation of Awards Meeting, the Committee of Management has awarded 6 Honorary Life Governorships, 11 Bars to the Gold Badge and 53 Gold Badges.

Each of the following entries states the dates of the first and last positions held at the given branch by the awardees.

HONORARY LIFE GOVERNOR

Mrs G E Williams MBE Landidloes Branch: Honorary Secretary 1955 to date

Mr A A Gammon Stafford Branch: Honorary Secretary 1953-1975, President 1981-1986, Crewkerne Branch: Committee Member 1986-1993, Honorary Box Secretary 1993 to date

Mrs D Eldridge Portsmouth and Southsea Guild: Honorary Treasurer 1953-1971, President 1980 to date

Mrs M Boutwood Stanmore Branch: Honorary Secretary 1951-1995, President 1995 to date

Mrs B Clark Bray Branch: Honorary Secretary 1965 to date

BAR TO GOLD BADGE

Mrs E Meadowcroft Haydock Branch: Honorary Secretary 1962 to date

Mrs C W M Wright West Derby Ladies Lifeboat Guild: Honorary Secretary 1962 to date

Mrs P Bibby-Cheshire Gt Yarmouth & Gorleston Ladies Guild: Honorary Treasurer 1958 to date

Mrs A Smart Crouch End Branch: LBWO/PRO 1963-1969, Hornsey Branch: Committee Member 1963-1969, Honorary Secretary 1969-1979, Totteridge Branch: Honorary Secretary 1979-1983, Tenterden Branch: Committee Member 1984-1985, Biddenden, Headcorn & Dist Branch: Honorary Secretary 1985 to date

Mrs E Walford MBE Ightham Branch: Honorary Secretary 1965-1976, Sevenoaks & District Branch: Honorary Secretary 1976-1988, Chairman 1977 to date

Dr R M L Weir MD Kinghorn Station Branch: Honorary Secretary 1965-1993, Chairman 1993 to date

Dr I Anderson Gt Yarmouth & Gorleston Station Branch: Chairman 1962 to date (Honorary Medical Adviser up to 1989)

Mr M Chapman FRICS MIAS Lowestoft Station Branch: Station Honorary Secretary 1968 to date

GOLD BADGE

Mrs A Owen Accrington Ladies Lifeboat Guild: Honorary Treasurer 1970 to date

Mrs A Horwood Atrincham & Bowdon Branch: Honorary Secretary 1957-1961, Vice President 1961 to date

Mrs D Robinson Bolton Ladies Lifeboat Guild: Honorary Secretary 1970-1974, Honorary Treasurer 1974 to date

Mrs J Rodgers Childwall Branch: Honorary Secretary 1970-1978, Chairman 1978 to date

Mrs B Lightbody Douglas Ladies Lifeboat Guild: Honorary Treasurer 1959-1995, Guild Member 1995 to date

Mrs I Newsham Freckleton Branch: Honorary Treasurer 1991-1995, Chairman 1970 to date

Mrs J L Leblique Lytham Ladies Lifeboat Guild: Honorary Treasurer 1962-1982, President 1993 to date

Mrs I Clark Milnthorpe Branch: Honorary Secretary 1968-1992, Honorary Organiser 1992 to date

Mrs J Kilpatrick Morecambe & Heysham Financial Branch: Honorary Treasurer 1985-1986, Box Secretary 1968 to date

Mrs A Quayle Moreton Ladies Lifeboat Guild: Honorary Secretary 1967 to date

Mrs R F Nanson Ormskirk Branch: Honorary Secretary 1969-1988, Chairman 1988 to date

Mrs D Maddrell Port Erin Ladies Lifeboat Guild: President 1951-1956, President 1992 to date

Mrs J Holland JP St Helens Ladies Lifeboat Guild: Honorary Treasurer 1967 to date

Mrs G Jackson Stockport South West Branch: Honorary Treasurer 1968 to date

Mrs R Cash Barton on Humber Branch: Honorary Secretary 1970 to date

Mrs B Umphey Boston Spa Guild: Honorary Treasurer 1970 to date

Mr G W Fryer CENG MICE Nottingham & District Branch: Branch Member 1945-1957, Vice Chairman 1983 to date

Mrs J Habershon Rotherham Guild: Chairman 1970 to date

Mrs M L Raw Rees Aberystwyth Guild: Joint Honorary Secretary 1958-1967, President 1985 to date

Miss G Parry Borth Guild: Committee Member 1968-1970, Honorary Secretary 1970 to date

Dr H Davies Colwyn Bay Branch: President 1967-1987, Committee Member 1956 to date

Mrs I E Colston Llantwit Major Guild: Honorary Secretary 1969 to date

Mrs P Richards Llantwit Major Guild: Chairman 1969

Mrs W Orton Market Harborough Lifeboat Guild: Chairman 1970-1971, President 1971 to date

Mrs J Schofield Rutland Ladies Lifeboat Guild: Flag Day Organiser 1954 to date, (Vice President 1991 to date)

Mr A E Mason Buckfastleigh Branch: Committee Member 1960-1970, Honorary Secretary 1970 to date

Mr R F Andrews Culm Valley & District Branch: Honorary Secretary 1968-1975, Chairman 1975 to date

Mrs B Winterbotham Caterham & District Branch: Lifeboat Week Organiser 1966-1983, Chairman 1983 to date

Mrs J Owen Eastbourne & District Ladies Guild: Committee Member 1968-1972, Chairman 1977-1982, Eastbourne & District Branch: Vice Chairman 1982-1995, Vice President 1995 to date

Mrs M R Fleet Hove & Portslade Branch: Box Secretary 1963-1985 (Chairman 1983-1993), Lifeboat Day Organiser 1994 to date

Mrs B Bentley Ightham & District Branch: Honorary Secretary 1970 to date

Mrs A Hornsby Lymington Lifeboat Guild: Honorary Secretary 1970-1991, Honorary Treasurer 1991 to date

Mrs E V Gardner Walton & Hershaw Branch: Branch Helper 1969-1972, Honorary Secretary 1972-1988, Nutley Branch: Honorary Secretary 1988 to date

Miss L G Newman Hounslow Branch: Lifeboat Week Organiser 1970-1983, Honorary Secretary 1983 to date

Mr M Blake Surbiton Branch: Lifeboat Week Organiser 1970-1974, Chairman 1978 to date

Mr H A Riggs Twickenham Branch: Vice Chairman 1970-1984, Vice President 1993 to date

Mrs M Gugula Wood Green Branch: Committee Member 1967-1970, Honorary Secretary/LBWO 1970 to date

Canon W P Quill Castleberg Branch: Coordinator in South Derry 1970s, Chairman 1983 to date

Dr F J Nicoll Eyemouth Station Branch: Honorary Medical Adviser 1961 to present

Captain A Kirk Hartlepool Station Branch:

Deputy Launching Authority 6/1974-11/1974, Station Honorary Secretary 1974 to present

Dr P Davy Hastings Station Branch: Honorary Medical Adviser 1968-1988, Chairman 1992 to present

Mr R Sach Sheerness Station Branch: Honorary Treasurer 1970 to present

Mr P H Fox Falmouth Station Branch: Branch Committee Member 1947-1967, President 1975 to present

Mr D J Castle Port Isaac Station Branch: Crew Member 1967-1975 (Chairman 1984-1992), Station Honorary Secretary 1975 to present

Mr E T Corben Swanage Station Branch: Deputy Launching Authority 1970-1988 (Station Admin Officer 1970 to date), Deputy Chairman To date

Mr E W Ludlow Weymouth Station Branch: Chairman 1971 to date

Dr R P Christian Peel Station Branch: Honorary Medical Adviser 1970 to date

Dr H O'Brien-Moran Tramore Station Branch: Honorary Medical Adviser 1964-1990, President 1987 to date

The following were unable to attend the Annual Presentation of Awards ceremony and their awards are to be presented locally:

HONORARY LIFE GOVERNOR

Mr B Griffith MBE Canvey Island Branch: Flag Day Organiser 1954-1967, President 1983 to date

BAR TO GOLD

Lady Gilmour Lundin Links & Largo Branch: President 1945 to date

Mr D L Johnson Penlee Guild: Committee Member 1957-1964, Honorary Treasurer 1988 to date

Dr P Campbell MBE CHR RD Helensburgh Station: Chairman/Hon Medical Adviser 1965 to date

GOLD BADGE

Mrs R Doig Anstruther Guild: Honorary Treasurer 1969 to date

Mrs E Mather Blyth Guild: Chairman 1970-1984, President 1984 to date

Mrs M Andrews Yealm & District Branch: Honorary Secretary & Founder Member/Souvenir Secretary 1970 to date, (Acting Chairman 1989-1991)

Mr J F Groat Longhope Station Branch: Honorary Treasurer 1958-1972, Chairman/DLA 1982 to present

Mrs V Connolly Dun Laoghaire Ladies Guild: Honorary Secretary 1970 to date

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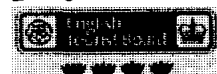
Saturday Night Dinner/Dance, Cabaret with Celebrity Speakers

Weekend break for two as first prize in raffle to be drawn on the Saturday

Golf Competition on Sunday 3rd November at 10am or Ladies Health & Beauty morning

The St. Ives Lifeboat will launch at 11.30am and will give a demonstration with a Royal Naval Search & Rescue Helicopter*
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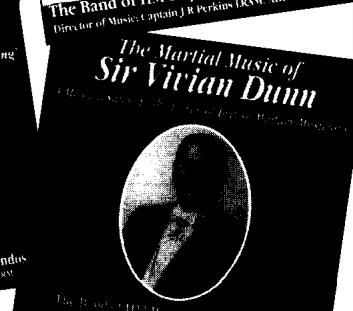
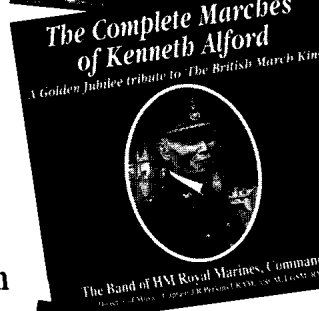
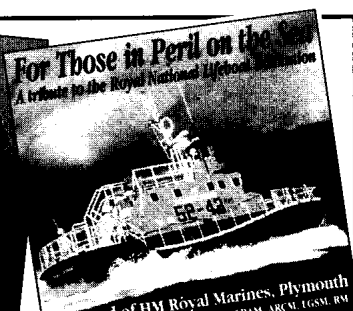
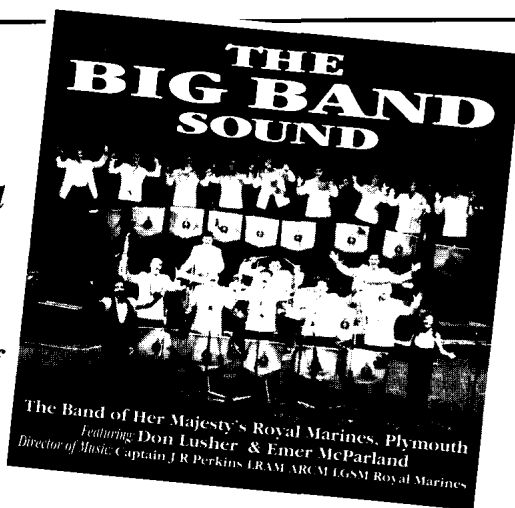
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There are three other recordings made by Royal Marines bands under the direction of Captain Perkins which have been made available to RNLI members at very attractive prices, "THE COMPLETE MARCHES OF KENNETH ALFORD", "THE MARTIAL MUSIC OF SIR VIVIAN DUNN" and "THE ASHOKAN FAREWELL", a recording of virtuoso solos.

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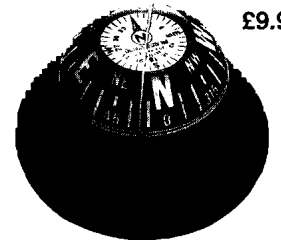
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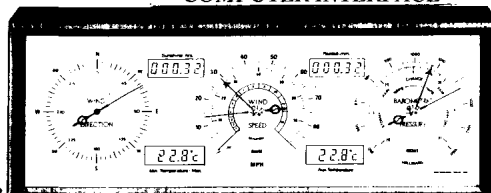
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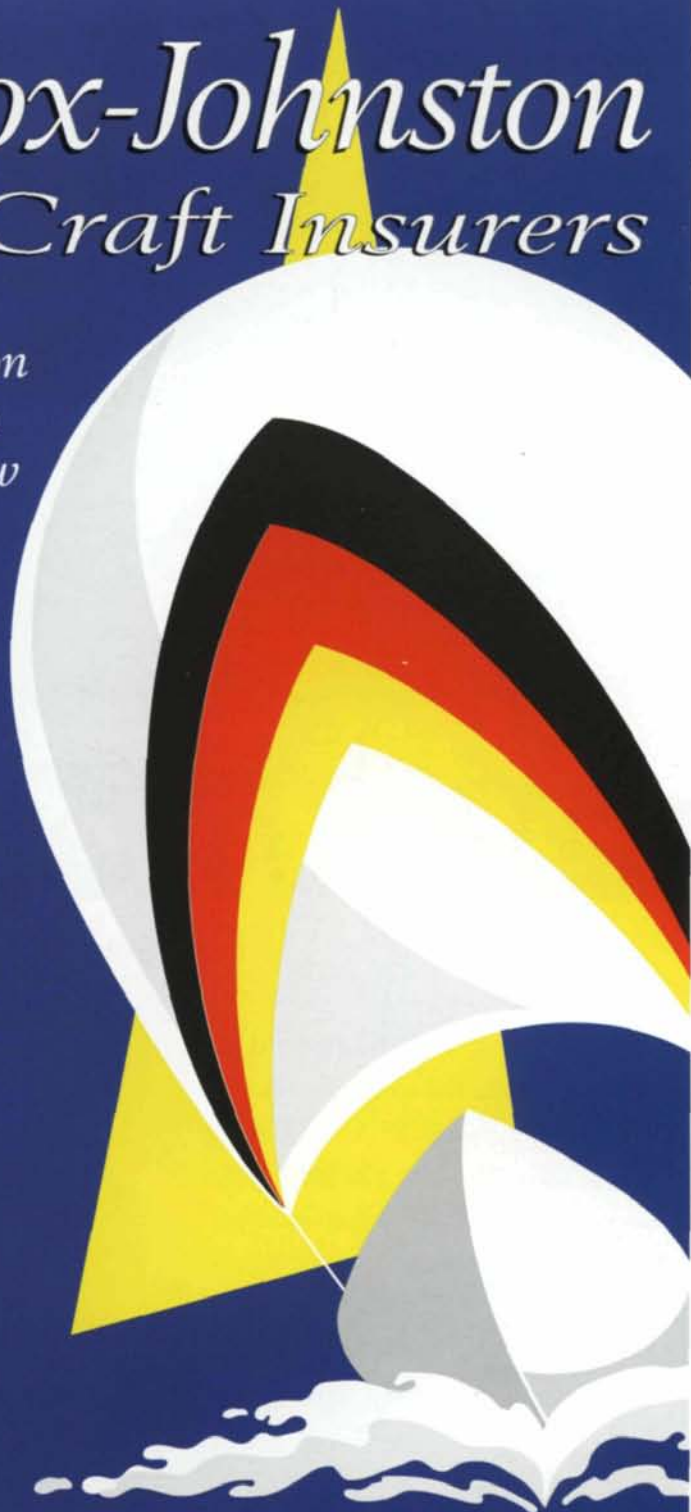
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