

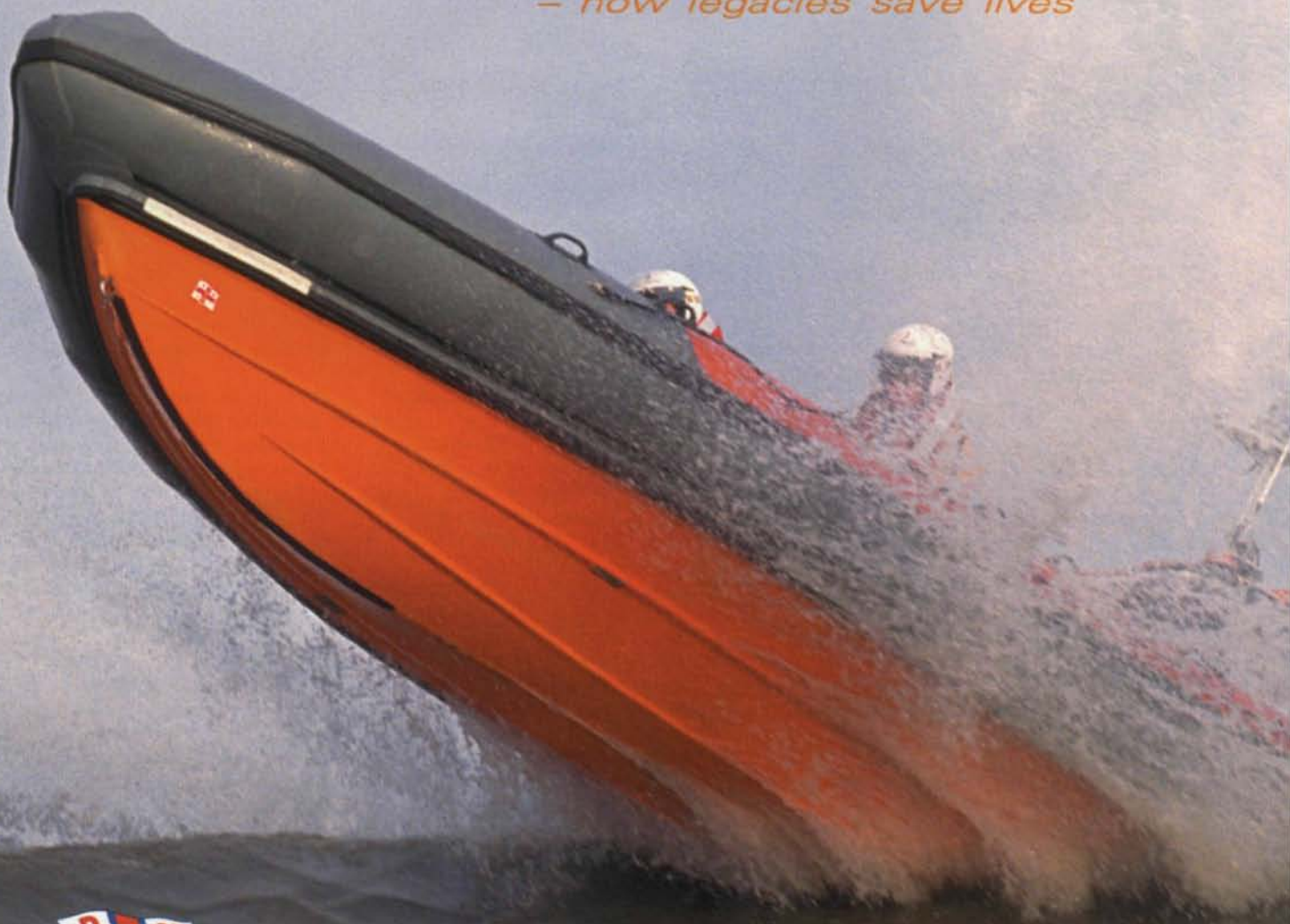
The
Lifboat

Autumn 1996

The magazine of the RNLI

In this issue...

- **Waiting for the Lifboat**
– *what to do*
- **Sale Now On!**
– *behind the scenes at RNLI sales*
- **Willpower**
– *how legacies save lives*



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In the aftermath of the Second World War an enormous task faced the international shipping industry. Backlog cargo lay waiting in harbours throughout the world, and millions of tons of cargo, people clamouring for repatriation, soldiers eager to return home and, impatient would-be travellers seeking passages, awaited enterprising shipping lines which would be able to answer the call.

In addition there were many citizens of Europe and the United Kingdom who wanted to escape the war torn countries in favour of far distant shores which offered more peaceful and brighter prospects.

South Africa was a very popular choice for many. The Union-Castle Mail Steamship Company with regular sailings carrying passengers to and from the United Kingdom to South Africa was the only means of getting there. However, on 21 June 1946 a shipping company called The South African Marine Corporation (Pty) Ltd was registered. The first Director of Safmarine was Marshall of the Royal Air Force Sir Arthur T Harris.

The first Safmarine owned ship, the "Constantia", sailed from New York on

1 August 1947 bound for Cape Town. On board as passengers were Sir Arthur and Lady Harris. Many more happy passengers were to follow. In October 1965, Safmarine purchased the "Transvaal Castle" and the "Pretoria Castle", renaming these vessels the SA "Vaal", and the SA "Oranje", thus dramatically increasing the passenger carrying capability.

In 1983 the Corporation added the "Astor", (1) to the fleet, and in 1987 the "Astor" (2), specially ordered by Safmarine as a new building. This vessel served with the Company until 1988. At this time Safmarine reverted to carrying passengers on the general cargo vessels. In 1990 each of the four Big White container vessels employed on the South Africa/UK trade commenced carriage of 10 passengers each in tastefully refurbished cabins.

In 1995 the discontinuance of the Radio Officer at sea allowed another cabin to be put to use and all accommodation on each of the four vessels was completely refurbished. Also in 1995 Safmarine purchased the mcv "Author" from The Harrison Line. The vessel was chartered back to Harrisons on a two year charter carrying eight passengers to the Caribbean and back, from Felixstowe.

Today all five vessels are popular, making early booking essential.

Anxious to assist the less fortunate, Safmarine has always looked for Charities deserving of its support. One of the causes which Safmarine have championed is the National Sea Rescue Institute in South Africa. Not only has the Corporation made direct financial contributions, but it has also provided the NSRI with several rescue craft, while another was shipped free of charge from Britain to Cape Town. The NSRI launch sponsored by Safmarine and operating from Cape Town is named "The Spirit of Safmarine".

Richard and Barbara Hellyer act as Agents for Safmarine in the United Kingdom and Europe and operate their own small company called Pathfinder in Southampton. In addition to the Safmarine voyages, we are planning a Union-Castle Centenary voyage, departing from Southampton in 1999 to be in Cape Town for the turn of the century.

For more details of all the above please write or fax

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The **Lifeboat**

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Front Cover

With so much spray flying there is no way of telling that this is actually Atlantic College's Atlantic 21 *American Ambassador* which Rick Tomlinson's camera has caught punching through a sea at speed.

by Rick Tomlinson

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The Lifeboat is published four times a year and is sent free to RNLI members and Governors. The next issue will be Winter96/97 and will appear in January 1997. News items should be received by 8 November 1996, but earlier if possible. All material submitted for possible 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. Contributions

may be held for subsequent issues and receipt will not usually be acknowledged unless requested.

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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News

Top coxswains



Harold Jones, receiving the award of honorary Burgess of Beaumaris from Mayor of Beaumaris, Councillor Susan Jones.

Bill Cargill, coxswain of Montrose lifeboat and Harold Jones, retired coxswain of Beaumaris lifeboat have been honoured by their local communities for their hard work on behalf of the lifeboat service – Bill has been named 1996 Montrose citizen of the year and Harold has been made an honorary Burgess of Beaumaris.

Bill has been with the Montrose lifeboat since 1976 and was chosen for the award from nominations put forward to the local Rotary club.

Harold has served the RNLI for more than half a century in one way or another – starting as a crew member on the Beaumaris lifeboat he moved up through the ranks to coxswain. Today, at 86 years old, he raises cash for the RNLI by selling souvenirs. The honorary Burgess title is awarded at the discretion of the local council and has only been made twice since 1974.

Music to the ears!



Phil Coulter, composer of Eurovision winners and 'Home from the Sea'.

When the RNLI's film 'A Good Job Well Done' was issued the theme music, Phil Coulter's 'Home from the Sea', was in great demand. Unfortunately at the time it had not been issued in the UK!

But now the haunting music is due to make a comeback, and in a very big way.

Not only is the song to be released as a CD and cassette single on 11 November, but it is also to be sung by Jim Davison and the Lifeboat Chorus at the Royal Command Performance the day before!

Phil Coulter and Jim Davison are great supporters of the lifeboat service and are putting all their efforts into the release – and the distributors are hoping that the single might even enter the national 'charts'.

If even a small percentage of RNLI members bought the single this could happen – just imagine the Lifeboat Chorus on 'Top of the Pops'!

Ask for 'Home from the Sea' by Jim Davison and the Lifeboat Chorus on Debonair Records. CD – CDDEB S1006, Cassette – MCDEB S1006

The writing's on the wall!



The RNLI's Operations Room needs your help – do you have any surplus 'Sasco' magnetic characters to spare? One complete wall of the Central Operations and Information Room (COIR) is devoted to a magnetic board which is used to keep track of which lifeboat is where.

As the number of lifeboat stations has grown so has the demand on the relevant letters and numbers, but unfortunately the manufacturers can no longer supply the extra characters needed.

The characters were sold by Sasco and marked 'Die-Cut Magnetic Characters NMC'. They are 25mm high, black, and in a simple upper case sans-serif typeface.

If you have any to spare the Ops Room would be delighted – and more than willing to swap you some spare Qs and Zs!

People of Courage

In June *Toshiba Wave Warrior* was officially named by RNLI Chairman David Acland at Southampton's Ocean Village. On 29 September she set sail, with 14 other 67ft steel yachts, from the Solent for Rio de Janeiro on Leg 1 of the BT Global Challenge Round The World Race, devised by Chay Blyth. RNLI crew members join skipper Simon Walker for 5 of the 6 legs, which conclude in July after 30,000 miles 'the wrong way round' against the prevailing winds. Toshiba is the official supplier of portable PCs to the race. Each yacht is equipped with two PCs, which will be used for weather forecasting, electronic mapping and fax communications. They have sponsored the RNLI crew members taking part in the race.

Jack Goldie from Largs is our representative on Leg 1, with Chris Gaskin from West Kirby on Leg 2, Haydon Scott Edwards from Craster on Leg 4, Angela Morris from Fishguard on Leg 5 and Carl Thomas from Mumbles on the last Leg. Michael Buerk, the newscaster and reporter, will be sailing the leg from Wellington to Sydney. Each is raising up to £6,000 for their places, and this will be matched by Toshiba, the aim being to fund a lifeboat from the programme. As an added incentive to the crew, Toshiba will donate a further £1,000 to the RNLI for every leg won. Sponsorship forms have been sent out with the current and previous issues of *The Lifeboat* – don't wait for the race to finish please send them in now with your donations.



NEWSPPOINT

New look for a familiar friend

Welcome to the Autumn 1996 issue of *The Lifeboat*. We're sure that you will notice some of the changes that we have made, but equally certain that you will find all of your favourite items inside the new-look cover – although perhaps in a different place and under a different name.

We carried out detailed research across a wide cross section of the readership before making any changes, and you all said that you wanted to see more features, more people and a slightly more modern approach to layout and style. This is what we have aimed for, all the while retaining the essential character of *The Lifeboat*.

The Lifeboat has always evolved, changing to reflect the developing lifeboat service and the changing needs of its supporters and volunteers. We will continue to evolve, but the changes in this issue represent a step forward to give us a new platform from which to develop.

We're sure that you won't be backward in coming forward with your comments, and we welcome them all. Only by hearing what readers of *The Lifeboat* want can we set about providing it – so send those letters and faxes...

Mike Floyd, Editor

News

Named and dedicated...

Final 'Beeby' lifeboat named.

The final chapter of the £1,000,000 legacy left by the late Mr Charles Beeby closed on 30 June 1996, with the naming of Berwick-upon-Tweed's D class lifeboat *Sunrise* and the opening of the station's new boathouse. The station's Mersey class lifeboat *Joy and Charles Beeby*, named in March 1993, was also funded by the Beeby legacy.

Richard Thornton, executor of Mr Beeby's estate, spoke about Mr Beeby before handing over the lifeboat.

Following a service of dedication, Mrs Elizabeth Thornton named the lifeboat *Sunrise* and her children, Emily and Samuel cut the tape to officially open the new lifeboat house.

Percy Henry Patmore MBE MM named at St Bees

Clear skies and brilliant sunshine on 18 May 1996 heralded an ideal day for the naming of the new St Bees lifeboat. The Atlantic 75 lifeboat was funded from the legacy of Mrs Florence Patmore in memory of her late husband. In her lifetime she has expressed a wish that a lifeboat might carry his name – a brave man who received the Military Medal for services in World War I and the MBE between the two wars.

A service of dedication was led by The Reverend Canon Philip Bryan which was immediately followed by Lady Kerr naming the lifeboat. *Percy Henry Patmore MBE MM* was launched for a demonstration before tea was served at the Seacote Hotel.

Two lifeboats named during open days

Open days at the Inshore Lifeboat Centre, Cowes on 16 and 17 August, was also the setting for the naming ceremonies of two Atlantic 75 lifeboats, both destined for the relief fleet.

On the Friday Mrs Watts, niece of Mrs Beatrice Dorothy Brown whose generous bequest funded the new Atlantic 75, handed over the new lifeboat. Anthony Oliver, deputy head of fundraising and marketing received the lifeboat on behalf of the Institution. This was Anthony's last Atlantic 75 ceremony before his retirement at the end of the year and he gave thanks to all those who leave bequests to the Institution. Following a service a dedication, Mrs Watts named the lifeboat *Beatrice Dorothy* after her aunt.

On the Saturday Mr Peter Hosker, Solicitor and personal friend of the late Harry and Dorothy Walters presented the lifeboat to the Institution. After the service of dedication Mrs Hosker named the lifeboat *Walters Lifeboat*, it having been funded from the generous bequest of Mrs Dorothy Walters.

Duchess of Kent names new Whitby lifeboat

A beautiful, sunny day on 12 June 1996 greeted HRH The Duchess of Kent when she arrived in Whitby to name their new Trent class lifeboat, *George and Mary Webb* – the Duchess is no stranger to the town as this is the third Whitby lifeboat that she has named.

The funding for the lifeboat came from The Mary Webb Trust which was set up following Mrs Webb's death in 1987. It was after George Webb's death in 1994 that the trustees donated the funds for a lifeboat to be named in memory of George and Mary Webb.

Before handing the lifeboat into the care of the RNLI, Mrs Cherry Nash and Mrs Jacqueline Fancett, daughters of George and Mary Webb, spoke of their delight at seeing the Trent class lifeboat named after their parents. The service of dedication was led by the Reverend Michael Aisbitt, Rector of Whitby and lifeboat Chaplain, and the naming was then carried out by Her Royal Highness, the Duchess of Kent.

Windsor Runner named at Blyth

The Trent class *Windsor Runner (Civil Service No 42)* was named and dedicated at the Northumberland port of Blyth on a bright and breezy afternoon on 13 July 1996. She is the 42nd all-weather lifeboat to be funded by the Civil Service, Post Office and British Telecommunications Lifeboat Fund – better known by its acronym 'CISPOTEL'. Sir Robin Butler, vice patron of CISPOTEL and head of the Home Civil Service, officially handed over the lifeboat.

Following a service of dedication Lady Butler named the lifeboat with the traditional champagne and she slipping her moorings to give the assembled dignitaries a taste of her abilities during a brief trip around the harbour.

• CISPOTEL has a unique record of support for the Institution, having raised some £2.5m since it was formed in 1866, funding 42 all-weather lifeboats and one Atlantic 75. Three CISPOTEL-funded lifeboats are currently on station and three former lifeboats form part of the historic collection at Chatham.

CISPOTEL is currently raising funds for its 43rd lifeboat, but there may be many people in the public service interested in helping the RNLI who, because of re-organisation and privatisation, are no longer channeling their efforts through CISPOTEL. Lynda Jones, the Honorary Secretary of the fund would be glad to hear from them at:- Culver House, Beaconsfield Road, Bromley, Kent BR1 2BL Tel (0181) 466 1150.



(Above) Mrs Watts christens the lifeboat, Beatrice Dorothy with the traditional bottle of champagne.

(Below) HRH The Duchess of Kent waves to the crowds at Whitby from the station's newly named Trent class lifeboat, George and Mary Webb.



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 involved.

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

News

Named and dedicated... continued



Stuart Underdown names Bude's lifeboat, Elsie Francis II

Elsie Frances II named at Bude

Saturday 15 June was a glorious day and the weather for the early evening naming ceremony of Bude's new D class lifeboat could not have been better. Over 100 invited guests gathered in front of the boathouse and following the National Anthem a warm welcome was extended to all by Mr Chris Cloke, chairman of the station branch.

Mr Stuart Underdown then presented the second of two D class lifeboats he has generously funded - the first having entered the relief fleet in March 1994. He spoke of his mother's wish shortly before she died that something might be done to support the work of the RNLI.

After a service of dedication, Mr Underdown named the lifeboat *Elsie Frances II* in memory of his mother. The lifeboat was then launched into sea conditions rarely experienced in Bude - almost a flat calm as a helicopter from 22 SAR Flight RAF Chivenor hovered overhead flying the RNLI flag.

Mission for two newly named lifeboats

As remaining guests were leaving a joint naming ceremony celebration of two new lifeboats, pagers alerted the crews - and both lifeboats were launched to assist with a service to a disabled yacht.

This occasion at Newquay, Cornwall on 18 May 1996, is also thought to be the first time two new station lifeboats have been named in the same ceremony.

Francis Markham in handing over the new Atlantic 75 spoke of her funding - a gift from a lady who had requested anonymity. He was a trustee of her estate which had already provided the funds for the Atlantic 75 lifeboat which entered service in Minehead in November 1994.

Mr Paul Beadle, operations director, Greenalls plc handed over the D class and explained how she was funded - largely as a result of a sponsored walk of the Cornish coastal footpath, organised by the Cornish Inns region of J A Devenish.

The two lifeboats were named - the Atlantic 75, *Phyllis* by Mrs Diana Markham and the D class, *Lord Daresby* by Mrs Maureen Holland, regional manager, taverns division, Greenalls plc.

As the last guests finished their buffet meals, the new lifeboats were launched in support of a rescue being carried out by the St Ives Mersey class lifeboat a few miles offshore. The disabled yacht, *Fairlight* of Bideford was escorted into Newquay Harbour by both the St Ives lifeboat and the Newquay Atlantic 75.

Jean and Paul named at Larne

During this ceremony, inshore lifeboat D499 was named *Jean and Paul* and the service of dedication, conducted by local clergy, included the blessing of the Waveney class lifeboat *William and Jane*.

Paul Coleman, grandson of the donor, Mrs Jean Cudby, named the lifeboat on behalf of his grandmother. Mrs Cudby, a staunch RNLI supporter and fundraiser, was born in Belfast but has lived in England for many years, funded the lifeboat in memory of her husband.

Rock Light named at New Brighton

An appeal by RNLI Port and City of Liverpool branch and New Brighton lifeboat station, raised the funds required for a new Atlantic 75 lifeboat needed at this station. The name of the lifeboat was well chosen to reflect the generosity and support of the people of Merseyside - Rock Light is the lighthouse at the entrance to the River Mersey.

The ceremony was held at the site of the Old Pier in New Brighton on 11 May 1996. The Rt Hon The Earl of Derby, patron of the Port and City of Liverpool branch handed the lifeboat over to Anthony Hannay, member of the committee of management who received it on behalf of the RNLI and in turn handed her into the safekeeping of New Brighton station.

Following a service of dedication the lifeboat was named by The Countess of Derby and the lifeboat was launched and put through her paces - sadly the heavens had opened but the tea provided at the Victoria Hotel was appreciated by all!

HRH Princess Alexandra names Samarbeta

HRH Princess Alexandra officially named Great Yarmouth and Gorleston's new Trent class lifeboat *Samarbeta* at the lifeboat station on 24 July.

The £1,025,000 lifeboat has been mainly funded from the proceeds of draws for Volvo cars along with the generous legacies of Miss Elizabeth Longman and Mrs Constance Lillian Rogers.

Following a service of dedication led by the honorary station Chaplain, The Reverend Albert Cadmore, HRH Princess Alexandra named the lifeboat *Samarbeta* and unveiled plaques at the boathouse.

• '*Samarbeta*' means 'working together' in Swedish - more than £4m has been raised by Volvo Car UK Limited and the RNLI during the nine years they have been 'working together'.



Hero honoured

Brian Bevan, Superintendent Coxswain of the Humber lifeboat, was presented with the Honorary Fellowship of the University of Humberside at its annual presentation of awards in Hull on Friday 26 July.

Brian, the only serving lifeboat man to have won four medals for gallantry, was selected by the University's Honorary Awards Committee in recognition of the vital work he carries out and his service to the community of Humberside.

The University presents an Honorary Fellowship at each of its awards ceremonies. Other well-known holders of Honorary Fellowships or Doctorates include Sir Brian Rix, Alan Plater, Tony Jacklin and Maureen Lipman.

Trent and Severn Update

It is well known that for some months the RNLI has been working on the side keel failures on early Severn and Trent class lifeboats. The keels had always been designed to protect the propellers if the boat should take the ground, but to come away on heavy impact without damaging the hull. The first problem was to understand why the original keels had failed under way, for only then could a new design be prepared to meet the requirements.

The keel failures were found to be either cracks in the attachment bonding of the keel to the hull or complete detachment and loss of the keel, and it was considered that these failures were caused by:

- The loading on the keels, particularly in the tunnel area when the boat comes off a wave, was greater than the design loads originally considered.
- Manufacturing problems and a poor fit between the top of the keel and the hull.

Investigation

A full investigation has now been completed, involving a series of drop tests with a model to calculate the loading when a boat comes off a wave and a series of structural tests using sections of original keel and the proposed replacements.

The resulting design was developed in consultation with Lloyd's Register of Shipping, which also carried out theoretical calculations of the strength of the keel and its attachment to the hull.

Differences

The original keel was a separate section of fibre reinforced composite attached to the hull by a small area of bonding at the top. The new side keel is manufactured directly onto the boat from foam sections and laminated



All Severn class lifeboats will go on station with the new pattern side keel fitted

over with several layers of FRC covering the complete depth of the keel. This ensures a close fit between the head of the keel and the shell.

The new design

The new design has been designed to have two modes of failure:

- Damage to the tip of the side keel without the whole keel becoming detached if the boat hits something hard.
- Detachment from the hull without affecting the watertight integrity of the boat when subjected to extreme loads.

Tests indicate that the new design is approximately twice the strength of the original, but there are so many variables that it is impossible to calculate the failure point in terms of sea condition, speed of the boat and size of obstruction. Calculations show, however, that the keel is able to withstand a horizontal point load of at least 27 tonnes on its base. In the case of the Severn, this is equal to three-quarters of the boat's weight taken on the bottom edge of one keel as a point load at 90°.

The way ahead

New side keels are being fitted to all Severn class lifeboats and no boat of this class will go on station without the new keels. A refitting programme has also started for Trent class lifeboats, some of which have been on service without their side keels, as they are not essential if she does not take the ground.

New Hand at the Helm

David Acland was appointed as the new Chairman of the RNLI when the Institution's Committee of Management met on 1 July this year. Mr Acland takes over following the retirement of Sir Michael Vernon, Chairman for the past 7 years.

David Acland has been associated with the RNLI since joining the Committee in 1966. He has been Deputy Chairman since 1993 and previously held the positions of Deputy Treasurer and then Treasurer.

Seven new members were also appointed to the Committee:

• Sir Peter Miller, ex-Chairman of Lloyd's and the Miller Insurance Group. Sir Peter had been an ex-officio member since 1984 as

Chairman of Lloyd's.

• Col Alan Niekirk CBE, an experienced offshore sailor and distinguished solicitor.

• Noel Smart DL, Chairman of Montrose Branch since 1970 and a member of the Institution's Fundraising Committee.

• Rt Hon Sir John Roch, an experienced sailor and Lord Justice of Appeal.

• Victor Cocker, Chief Executive of Severn Trent Water and past Chairman of the Forward Birmingham Appeal.

• James Woodhouse, a keen sailor and Chairman of the Norfolk Boat (Ocean Youth Club).

• Capt Sir Malcolm Edge KVCQ, retired Deputy Master of Trinity House and previously an ex-officio member of the Committee in that capacity.

Two more for Brighton!

The crew members of Brighton lifeboat who were awarded a Silver and two Bronze medals for carrying out the heroic rescue of two young women from under Brighton pier last September, have been awarded two further bravery awards.

The first award, the Maud Smith award which is made to lifeboatman who performed the outstanding act of lifesaving during the previous year, was presented to the helmsman, Richard Pearce. The second, the Walter and Elizabeth Groombridge award which is presented for the most meritorious service performed by the crew of an Atlantic lifeboat, was presented to each of the crew. Coincidentally, Walter Groombridge was the station administration officer of the Brighton lifeboat from 1970 to 1980.

- Full details of the service appeared in the Spring 1996 issue of *The Lifeboat*.

At the sharp end...

A selection of lifeboat services from around the country



Racy Lady aground on the Middle Shingle Bank. Crew member Falcon Hawkins can be seen on the yacht's foredeck having swum across with a line.

Ashore on the Shingles

Visitors to Lymington's boathouse during Lifeboat Stations Open Days on 26 May 1996 were treated to a taste of the real thing when their Atlantic was suddenly called away to a real 'shout', at first to assist Yarmouth's Arun but then diverted to a yacht stranded on the Middle Shingle Bank at the entrance to the Solent.

Arriving on scene at about 1335 the lifeboat found the yacht, *Racy Lady*, well and truly aground with the seas kicked up by a Force 7 wind breaking completely over her hull.

It was too dangerous to put the lifeboat alongside, so crew member Falcon Hawkins swam a line across to establish the tow.

However as the Atlantic attempted to pull *Racy Lady* clear the yacht's cleat pulled out from the deck, and it was decided that it would be safer to take off the three crew by helicopter. They were taken ashore and Falcon Hawkins was airlifted back aboard the lifeboat – his impromptu swim, and help with the helicopter transfer later earning him a letter of congratulations from the RNLI's Director.

• No matter how experienced and well prepared you are every small-boat sailor knows that problems can still arise seemingly out of the blue. This was some consolation to the RNLI's own Chief of Operations during the Round the Island Race in June 1996, when the rig of his 28-footer came down round his ears for no apparent reason.

Lymington's Atlantic duly arrived alongside a previously unidentified and dismantled 28-footer only to find their boss conducting his own survey of the service supplied by his department!



Workington's relief Mersey Lifetime Care manoeuvres up to the stranded Capella ready to attach a tow.

Waves stop play – and an apt destination

Minehead's D class lifeboat carried out a service on 23 July which saved two people and their yacht in difficult condition, but which was somewhat overshadowed in press reports by the interruption of their cricket match and the subsequent destination of the survivors!

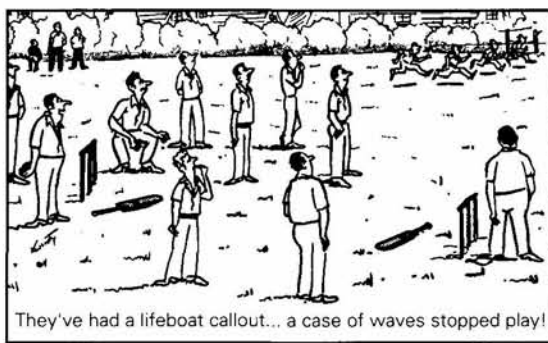
The crew were indeed in the middle of a cricket match when their pagers went off and they were called to the aid of *Tumbleweed*, a 21ft yacht aground on nearby Warren Point, in an onshore wind up to Force 5.

After the first attempt to tow her off failed the inflatable went in again, with waves breaking over both *Tumbleweed* and lifeboat, and two of her crew members went into the water and managed to get the yacht's head into the wind and reconnect the tow. For about ten minutes they held this position, with the lifeboat's prop occasionally hitting the stony bottom and the yacht bumping heavily. But at last a bigger wave lifted her and she began to move, with the two lifeboat crew scrambling aboard.

There was not enough water in Minehead harbour and with the female yacht crew member looking very pale she was taken ashore while the yacht was anchored, with a lifeboatman aboard, to wait for enough water.

It was only after landing that the lifeboat crew realised that they had three stumps instead of blades on the prop! It was changed immediately and as soon as there was enough water in the harbour *Tumbleweed* started her engine and came in, escorted by the lifeboat and just as darkness fell.

The yacht skipper was re-united with his wife in the boathouse, to find she'd booked a room ashore – in the 'Old Ship Aground'!



They've had a lifeboat callout... a case of waves stopped play!

Cartoonist Kwinty's view of the call-out – courtesy the artist and West Somerset Free Press

Joint service saves vessel and crew

St Bees inshore lifeboat and Workington's relief all-weather Mersey worked together to save the 65ft fishing vessel *Capella* and her crew of four on 14 July 1996.

The St Bees Atlantic was already standing by when the Mersey, *Lifetime Care*, arrived at 0515 to find *Capella* aground, down by the stern and listing to port as she filled on the flooding tide. The lifeboat's salvage pump could not keep up with the flow, so a fire pump was called for and all valuables taken aboard *Lifetime Care*.

With nothing to lose in trying to float her off, a tow line was put on the starboard quarter and *Capella* partially righted as she came clear, levelling herself up but very low in the water. Ten minutes later St Bees' Atlantic returned with the fire service, and with two pumps running the casualty was towed safely to Whitehaven.

Thanks on Vellum

ELEVEN NORWEGIAN FISHERMEN SAVED

Disabled longliner towed to safety in Force 9 Gale and 20ft seas

Towing a fishing vessel of virtually ten times the displacement of the lifeboat isn't easy, to do so in seas averaging 20ft high and winds up to Force 9 is more difficult still. Add some snow squalls, visibility bad enough to leave the casualty visible only on radar and you have some idea why Aith lifeboat's coxswain Hylton Henry was awarded the RNLI's Thanks on Vellum for a service to the Norwegian fishing vessel *Vindhammer* in February 1996.

The propeller of the 115ft longliner had become fouled some 40 miles to the NW of the station on 7 February 1996, leaving her drifting at the mercy of a Severe Gale from the SSE, beam on to breaking seas more than 20ft high.

At 0630 the Coastguard had told the station of the plight of *Vindhammer* and her eleven man crew, and half-an-hour later Aith's Arun class *Snolda* was on her way to sea.

Snolda is the only steel-built Arun and although a little heavier than her glassfibre sisters her displacement of 32.5 tonnes was still dwarfed by the 310 tonnes of the vessel she was going to rescue.

Clear of the land at Muckle Roe the sea began to build up from the port quarter. Coxswain Henry remarked that coming from SSE they were steeper than those they more usually experienced rolling in from the open NW. Five or six times *Snolda* almost broached in the growing seas, coxswain Henry taking things in his stride – 'we took off all the power and straightened her up' – and maintaining about 18 knots.

The lifeboat had allowed for *Vindhammer's* drift and by 0915 she was at the scene, manoeuvring up to her in the breaking seas and successfully passing a tow line at the third attempt.

By 0930 the tow was secure, and Coxswain Henry began to make for the nearest shelter in Yell Sound, a distance of some 25 miles.

The seas were now almost on the beam, the occasional one peaking at over 30ft, and *Snolda* was only able to make about two or three knots with the 300-tonne longliner in tow. As the winds gusted up to Force 9 she had to come up into the wind and sea to prevent damage and too much leeway, easing back on course in the respite between the snow showers when the wind dropped to around Force 7 to 8.

The 220m tow line was not long enough to take out all of the snatch, and an extra 400m was added from the fishing vessel. With more than a quarter of a mile of tow line out *Snolda* began to pick

up speed a little, easing her way towards the shelter of Yell Sound at about four and a half knots. With this length of tow and poor visibility in the snow squalls *Vindhammer* was sometimes only visible on the lifeboat's radar.

The tow had to be halted five times to 'freshen the nip' (change the point where the line chafed) and it was not until 1530 that the lifeboat and casualty eased their way into the shelter of the sound.

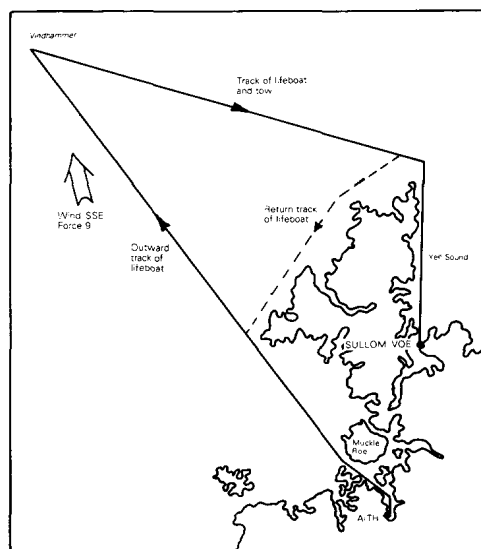
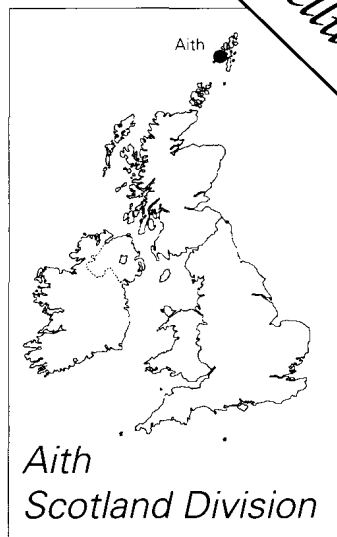
Even here the Force 9 wind had a 10 mile 'fetch' of open water and a steep, sharp sea was running.

Coxswain Henry had originally intended to berth the casualty at one of the piers in the Sound, but they were all occupied by fishing vessels sheltering from the storm. The wind had led to the suspension of all tanker movements, so it was possible to use a berth known as the Construction Pier at the oil terminal.

Although now sheltered from the seas Coxswain Henry faced the tricky task of safely berthing the large fishing vessel, which he did by easing up into the wind and, by carefully applying power and then easing off, positioned *Vindhammer* so that the wind blew her safely alongside the pier at 1815.

The tow had taken nearly nine hours.

Although *Snolda* was now only about ten miles from home as the crow flies it was around 40 miles by sea. So, after refuelling and a bite to eat, the crew took her back out into the gale, finally berthing at Aith at 2215, fifteen and a half hours after she had left.

**The crew**

Thanks on Vellum:
Coxswain Hylton Henry
Vellum Service Certificates:
Mechanic Kevin Henry
Dpty 2nd Coxswain Ian Anderson
Crew members Ivor Moffat
David Johnston
Neil Ridland
Andy Tait

The lifeboat

Arun class *Snolda*
Operational No. 52-030

Three rescued in high winds... and mud

When Whitstable's Atlantic was called out to rescue two adults and an eight-year-old from a 24ft yacht the crew found themselves dealing not only with breaking seas and Force 6-7 winds but also hampered by thick mud.

Having been alerted to the plight of the yacht *Mtoto*, which was only about 4 miles away from the station, the Atlantic was at the scene at 1900 on 6 August 1996, less than ten minutes after launching.

She found the yacht aground on the northern, windward, side of the Horse Sands, lying over on her port side with breaking seas to starboard and the family of three still aboard.

The helmsman, Nigel Scammell, was able to bring the lifeboat in on the leeward side until she was about 100 yards away, but as she could not get any closer through the shallows a crew member had to wade across to *Mtoto* to find out the situation on board.

A cockle dredger had been working in the area shortly before and as a result the bottom had been disturbed, leaving very soft mud underfoot.

The three people aboard the yacht were very cold and wet and it was decided to take them ashore.

The second crew member waded across with a line to help them back to the lifeboat but it soon became obvious that with the weather conditions, the mud and the very tired state of the survivors that something else needed to be done.

The yacht was carrying a small inflatable tender and once this had been inflated it proved to be the ideal method of ferrying the three people back to the lifeboat – although the thick mud made the task difficult and uncomfortable for crew members Chris Houghton and Paul Holden as they hauled themselves and the dinghy full of survivors to safety.

By 2005 the survivors were back at the boathouse, being warmed and given hot drinks. Although tired, cold and wet they were all unharmed.



Eight-year-old Michael Summerfield warms himself with a blanket as he comes ashore after being rescued from his parent's yacht by Whitstable lifeboat – photo Whitstable Times

Erin's dogged determination!

Whitstable's Atlantic had been involved in a very different service a few months earlier. Erin, a two-and-half-year old Labrador-Doberman cross had grown bored of watching his dog-walkers Nick Warne and Jo Brand enjoying their windsurfing and decided to swim out to join in. Although a powerful swimmer he was no match for the sailboards and soon grew so tired he had no option but to climb aboard Jo's board.

Sailboard's are not the easiest of things to control in the first place, and the presence of a large black dog doesn't help! Jo soon found herself having trouble keeping control, and with wind and tide taking them further from the shore it was fortunate that Whitstable lifeboat was out on exercise and was able to lend a hand.



Erin with his owner, local pub landlord Max Denning (left), and his dog-walkers Jo Brand and Nick Warne

Something completely different...

Newbiggin's lifeboat crew were able to use their fire extinguishers and training to put out a fire... without even going afloat.

They spotted smoke coming from a house which had been struck by lightning and then discovered that the occupants were completely unaware of the situation.

They dashed to the boathouse, grabbed the fire extinguishers and had the fire out before the Fire Brigade arrived. Crew member Richard Martin said: 'It made a pleasant change to be able to help someone on dry land instead of having to put to sea.'

Two saved from sinking fishing boat

Cullercoat's Atlantic was called out to the fishing boat *Cormorant* when she began taking water about two miles to the east of the station on 31 March 1996.

It took less than five minutes from receiving the Coastguard's call for the lifeboat to launch and only another four minutes for her to reach the casualty, which was leaking very badly.

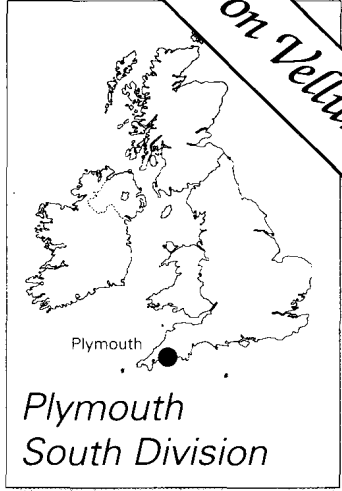
One of her crew stayed aboard initially to tend the tow and bail, but with the vessel in danger of capsizing he too was soon taken aboard the lifeboat. The Atlantic began a very gentle tow home and *Cormorant* was finally brought back to harbour at Cullercoats after an hour and a half.



Thanks on Vellum

TOW ESTABLISHED LESS THAN 300ft FROM SHORE

Five saved as fishing vessel drags ashore in storm force winds



A rocky cove backed with high cliffs is no place to be when a severe onshore gale, gusting to Storm Force, is pounding the coast, but that is exactly the situation Coxswain Pat Marshall and the crew of the Plymouth lifeboat found themselves in on 6 September last year.

Despite being so close to the steep cliffs that the 12ft seas were further confused as they bounced back off the cliff the lifeboat crew was able to get a tow line aboard a fishing vessel, which was by then only 300ft from the shore, and save both the boat and her five man crew.

When reporting on the service the Divisional Inspector remarked that without the lifeboat's intervention '...there can be no doubt that the vessel would have been stranded below Rame Head with the probable loss of her crew.'

Coxswain Marshall's bold approach, good seamanship and his complete command of the situation earned him the RNLI's Thanks on Vellum, with the rest of the crew being awarded Vellum Service Certificates.

Coxswain Marshall had heard about the situation on his scanner and was already on his way to the lifeboat when the alarm was raised by the Coastguard at 1443 on Wednesday 6 September 1995. The fishing vessel, the 76ft *Senex Fidelis*, had been returning to Plymouth from her fishing grounds

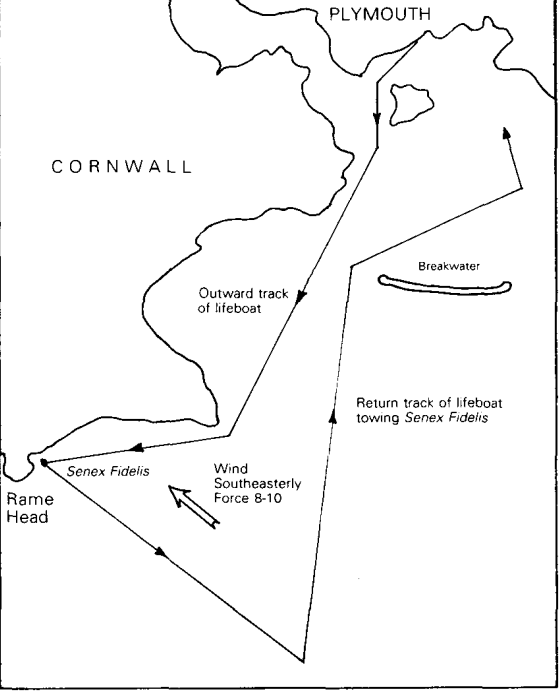
when trouble struck. Problems with her fuel system disabled her engines and, although she had been able to anchor, she was now dragging inexorably towards the rugged Cornish coast just to the east of Rame Head. A south-easterly severe gale was gusting between Force 8 and 10 at the scene and it was only a matter of time, and a short time, before *Senex Fidelis* would go ashore.

It was close to high water so Plymouth's Arun class *City of Plymouth* was able to take the shortest route through the narrow passage inside Drake's Island. Even when clear of the shelter of the outer breakwater she held her maximum speed, despite seas at least 12ft high just forward of the beam.

Again taking the shortest route possible *City of Plymouth* went inside the buoy marking offlying rocks off Penlee Point and altered course towards the casualty, by now desperately close to the shore in a small cove on the eastern side of Rame Head.

She was almost head to wind and sea and her trawl beams had been lowered to try to steady her. Briefing her skipper on the radio Coxswain Marshall took the lifeboat around her stern - so close inshore that the Coastguards in the cliff-top lookout lost sight of her - and manoeuvred up *Senex Fidelis*'s starboard side around the protruding trawl beams. Although the lifeboat was being thrown about violently and shipping heavy water as the seas hit the cliff and rebounded back a heaving line was passed at the first attempt and a tow line passed. In perhaps the understatement of the year Pat Marshall said later: 'It was a good pick-up. Everything went well.'

The tricky business of extricating the casualty then began, with the Arun easing ahead and paying out the long towing warp behind her. Eventually she could start to take the strain and as gently as possible she began to tow the fishing vessel to seaward into the teeth of the wind and sea. It took some 40 minutes after the tow had been passed before the lifeboat and casualty had made a couple of miles 'offing' and Coxswain Marshall felt it was safe to turn away from the seas and head for the safety of Plymouth.



The crew
 Thanks on Vellum:
 Coxswain Pat Marshall
 Vellum Service Certificates:
 2nd Coxswain Keith Rimmer
 Mechanic Derek Studden
 Dpty 2nd Coxswain Dave Milford
 Crew members Paul Millett
 Dave Hole
 Martin Emden

The lifeboat
 Arun class *City of Plymouth*
 Operational No. 52-40

Your LETTERS



Donations sewn up

I was interested to read the letter in the Summer issue, 'Donations in lieu of reward.'

This is a scheme I have operated for some time now, I have been involved with sewing machines most of my life and operated a mobile sewing machine servicing and instruction service before retirement. Friends were asking me 'just have a look at my machine' when things went wrong. On being offered payment, I suggest they give me whatever they can afford, and hence I have been able to hand over several cheques to my local Hayling Island RNLI.

This has also included payment received for talks given to organisations on my sewing machine collection, which to date is over 50 – I hope to continue this practice.

My husband and I are both yachtsmen and I am a shoreline member – we both appreciate the work done by the RNLI.

Marie Whitworth
Hayling Island
Hants

Scouting in Southend

I have just come back from Southend-on-Sea having taken 24 cub scouts to visit the lifeboat station there, and am writing to tell you what a wonderful time we had.

Mr Ware gave a very informative talk all about the history of the RNLI, the Southend lifeboats and the very up to date information on the latest call outs which of course the cubs have to know about.

It was well worth the effort of taking the boys to Southend by British Rail and going up the pier on their train.

Peggie King, 'Akela'
8th Basildon Scout Group

Radio-controlled request

Do any readers know of anyone who produces a kit or plans for a lifeboat of wooden construction which would be suitable for radio control?

David Craggs
7 Horncastle View
Havercroft
Wakefield
West Yorks
WF4 2EQ



Keeping history preserved

I read the feature on the National lifeboat Collection at Chatham with great interest, unfortunately the collection does not include the 'jewel in the crown', the oldest existing lifeboat in the world – the *Zetland*.

Built in 1802 by Henry Greathead, she served at Redcar from 1802 to 1864, saving over 500 lives. She was commissioned by Lord Dundas from Greathead when he was trying to drum up business at Whitby, and cost £200

(some £20,000 today). *Zetland* is the old name for the Shetland Islands and when Lord Dundas was elevated in the peerage he took the name.

As a group we have been nurturing the *Zetland* museum since 1980 on a voluntary basis. We are open every day from 1 May to 30 September, 11am to 4pm or parties by appointment. As well as RNLI souvenirs, we sell our own unique gifts.

G Smith
Souvenir secretary
Zetland museum
Redcar

Spare a thought for Bristol

I was delighted to read the article 'Bringing history alive' about the collection of lifeboats, however, I felt that I needed to add a little to the story to give a truer perspective.

As a former lifeboat enthusiast, volunteer and boat restorer at the original Bristol lifeboat museum, I must take issue with the comment 'for the first time anywhere in the world...' The National Lifeboat Museum at Bristol, existed for many years as the first collection of lifeboats and provided the first interpretation of their history, along with stories of their crews, artefacts, archives, a library and on-site restoration.

A dedicated team of skilled volunteers gave up countless hours during evenings and weekends, working in sometimes sub-zero temperatures, to cut out rotten wood, replace decking, reconstruct rudders, strip paint, polish brass, paint the museum and give tours to the public. Funds were raised to restore first one side, then the other and then the carriage of the *Lizzie Porter*. Every week *BASP* had a team lovingly working upon her, whilst other boats like *James Leath*, were checked for deterioration and the engines of *North Foreland* were run without fail to keep them in working order.

I am delighted that the 'old ladies' are at last given the attention they have so rightly deserved, and that Chatham is able to carry out all the plans that we once had but with proper financial support. It would be appropriate, however, to spare a thought for those of us who went before – but for our groundwork, the present collection may not have been quite so 'shipshape and Bristol fashion'.

Jenny Peck
Former National Lifeboat Museum volunteer

In days gone by . . .

I thought readers may be interested to see this old photograph, taken around 1916, of girls collecting for the lifeboats.

My mother, Lillian (née) Bosworth, is the girl on the right and believes the picture was taken when she was fourteen – we do not know who the other girls were but the background scene is Rugby market.

**Elizabeth Kerr
Redhill
Surrey**



Grateful thanks

As a shoreline member who sails, I hoped never to be a user of the RNLI. Paying my dues proved not to be a successful preventative measure but it did contribute in a small way to the superb service my crew and I received from the Mallaig lifeboat.

When the stern gland failed and we needed assistance, we received nothing less than we might have expected from a professional voluntary service – but to leave it at that would be to undervalue the quality of the help received. After a tow we were welcomed at the station and put in touch with all the support we needed. We were back underway in less than two hours. The recommended engineer

refused to take anything for his time (it was his day off) and it was even difficult to leave him a 'liquid thank you' for him to find later on.

From now on, apart from my renewed membership, I shall be asking all my crew to make a donation to the RNLI as part of the trip.

Thank you Mallaig.

Chris Loynes

Happy holidays

I have just returned from a relaxing holiday in North Norfolk. It's an area of the country that I love a great deal and that I have been visiting for almost ten years.

This year I was lucky that my visit coincided with Happisburgh lifeboat

station open day. It was beautifully sunny afternoon and, as a Shoreline member of the RNLI, I was pleased to see a large group of holiday makers and local people had turned out to support the lifeboat crew.

Can I take this opportunity to thank them for the two excellent rescue demonstrations that were watched by hundreds of people, who I hope contributed towards a very successful fundraising event – I hope find out exactly how much was raised during the afternoon.

Thanks again for a very enjoyable afternoon and my best wishes to the crew and everyone else connected with the Happisburgh lifeboat.

**Steve Lee
Rugby
Warwickshire**

Rescued memories

It was in 1953 when the Clacton on Sea lifeboat in the capable hands of the then coxswain, George Ellis saved myself and a friend, George Harnett off the coast of Clacton.

As far as I can remember it was 23 December 1953 we decided to go fishing, we had an old row boat with one pair of oars, plus a crate of ale and a load of sandwiches. The day was fair, tide ideal and we had a compass in case of mist, and a fair amount of lugworm for we were after anything we could hook.

We rowed a couple of miles or so to the sandbanks, I was at the sharp end and we had the banks ideally covered. I heaved out anchor and, having previously made sure by our landmarks, discovered that the line was too short. I hauled the anchor in and as I was joining it up with some spare cable, George unshipped the oars, in no time the wind sprang up, we became broadside on and overboard slid an oar. I tried to use the remaining oar in the U of the transom which was so worn that it was useless – by this time the tide was on the ebb and we were heading out to sea, not a bit funny as it was becoming cold.

However, the Coastguard had seen us, two huge bangs were heard and out came George Ellis in the lifeboat. We asked for a line, but having in mind survivors rum, George hauled us on board and out came the spirits. There was of course the usual sightseers and our respective relatives, one irate wife of mine and an equally irate Mr Harnett who met us at the pierhead. What annoyed us was we never wet a hook, nor sampled the beer and sandwiches!

My wife and I ran The Angles Hotel on the seafront and we did a lot of entertaining for the lifeboat crew and with running various fundraising events we managed to raise enough money to equip the crew with pullovers, a direction finder and at Christmas provided goodies for the two lightships *Barrow Deep* and *Mid Barrow*.

**Capt. (R) Arthur Brookes MBE
Surrey**

Shoreline pride

I felt I had to write about my wonderful day at Chatham's Historic Dockyard to see the National Collection of lifeboats. My camera was clicking regularly at the individual exhibits, so I would have my own photographic reminder. This was my first visit to Chatham Dockyard and the other exhibits, sights and sounds in the Wooden Walls Gallery and the vessels in the dry dock, made it a memorable day.

When on holiday, I always go to a coastal resort and have to see the lifeboat. Lifeboats are not always in view of course, some are in the stations, but a tour on board is sometimes available with a donation in the box or for buying souvenirs at the gift shop. On holiday in Littlehampton, I saw *Blue Peter I* coming in after a call out – again the camera was at the ready.

Some of the old lifeboatmen who no longer go out, are ready with a story and a chat, especially when I mention, which I am proud to do, that I am a Shoreline member.

**Victor J Martin
London**

Homeeward bound

Late in 1995, seven members of Dunbar lifeboat crew and their Coxswain, Noel Wright, attended the pre-commissioning training for their new Trent class lifeboat at RNLI headquarters in Poole. The final part of the course was their passage back to Dunbar, and the report of deputy divisional inspector **Kieran Nash** shows just what is involved, how the long passage gives the crew valuable experience with the boat, shakes out minor defects and how they are put right . . .

Day One

Poole to Brixham

On 3 December *Sir Ronald Pechell Bt*, sailed from Poole depot quay for Dunbar. Sea conditions were calm with light south-westerly winds although, as visibility was only 200 yards in fog patches, close visual and radar lookout was needed. Visibility improved steadily and maximum speed was maintained. At 1500 the coxswain brought the lifeboat into Brixham Harbour, where she was refuelled, washed down and secured.

Day Two

Brixham to Newlyn

The next day brought moderate seas and a fresh north-easterly wind, as the lifeboat sailed from Brixham. Initially, there had been some problems setting up the laser plotter to run in Admiralty Raster Chart Service (ARCS) mode but this was soon rectified. Conditions remained moderate and visibility was good. At midday, while passing through the Plymouth exercise areas, the crew saw several NATO warships, including a German frigate. Shortly afterwards the Bridgemaster radar picture began to deteriorate and a Racal engineer was organised through HM Coastguard and RNLI operations to correct the problem on arrival in Newlyn.

The crew continued to make good progress with a specific person put in charge of navigation each day. The Electronic Chart System (ECS), with DGPS (satellite navigator) input worked very well and was quite 'user-friendly' provided the guidelines in the manufacturers manual were followed. The lifeboat performed very well and the crew's confidence continued to grow. Just after 1400 the lifeboat arrived in Newlyn to be greeted warmly by the honorary secretary and coxswain of Penlee lifeboat. After refuelling the Penlee crew were given a chance to try the Trent and gave very positive feedback. The radar engineer arrived but had to return to Falmouth for a spare part which was

Sir Ronald Pechell Bt, successfully completes her righting trial in February 1995.



fitted later that night. The crew had decided it was prudent to have the radar repaired before leaving for Dunmore East, so departure was delayed until the following morning. The accommodation, food and hospitality was excellent, and the crew strongly recommend Penlee for lifeboats on passage!

Day Three

Newlyn to Dunmore East

By 0900 the next morning the lifeboat rounded Lands End and headed across the Celtic Sea for Dunmore East. Sea conditions were moderate with the swell just abaft the starboard beam. Course was altered on several occasions for fishing vessels, most of which were French registered. As the lifeboat came within VHF range of the Irish coast, assistance was given to Rosslare and Minehead radio stations who were carrying out transmitter tests. At 1515 the lifeboat passed Hook Head and entered Dunmore East harbour to a good reception. There was considerable local interest and the local lifeboat crew were taken out to give them experience with the new boat. It seemed hard to believe that it had taken just seven and a half hours to get to Dunmore East, on the SE coast of Ireland, from Newlyn in Cornwall. The Trent had gained two to three extra knots when down to about one third fuel capacity.

After refuelling again the lifeboat was washed down and secured for the night. While alongside the datum input to the satellite navigation system was changed to that of the local chart - resulting in a correction of some 150 yards, which brought home that it should not solely be relied on for pilotage or close inshore work.

Day Four

Dunmore East to Valentia

At approximately 0730 the Dunmore East station honorary secretary phoned the crew's accommodation to say that a fishing vessel was on fire off the coast. Dunmore East lifeboat had launched and 14-09 was asked to transfer four firemen to the vessel. Twenty minutes later the lifeboat sailed at full speed and arrived on scene, some 6 miles South of Dunmore East. *Alida*, a Wexford-registered beam trawler, was underway with an oil-based bilge fire in her engine room. Two naval fire-fighters had been taken aboard by helicopter from an Irish naval vessel. Conditions were favourable but as 14-09 was about to transfer the firemen she was asked to withdraw and two firemen and their equipment were transferred by helicopter. By 0900 the fire was out and 14-09 and Coxswain Wright put the lifeboat's starboard shoulder onto *Alida's* port quarter and carried out a safe and seaman-like transfer of the remaining firemen before escorting *Alida* to Dunmore East. At 1000, somewhat delayed, lifeboat 14-09 left for Valentia and maintained good speed, assisted by the following seas. At 1500 she passed the Fastnet Rock and some difficulty was experienced with the electronic chart system which was put down to a corrupted disk. Visibility was excellent and by late afternoon, as the sun began to set, the majestic cliffs and

mountains of Kerry provided a spectacular background on the starboard beam. Gradually a full moon rose between two peaks and illuminated the sea. 14-09 entered Valentia harbour at 1900, refuelled and secured.

Day Five

Valentia to Burtonport

At 0745 the following morning 14-09, her decks lightly covered in frost, set course for the Blasket Sound with excellent visibility in the cold and crisp conditions. The multifunction display echo sounder ceased to operate above 18 knots, but the Furuno was unaffected and provided good backup. The wind and seas increased gradually as the lifeboat progressed North.

At 1400, the lifeboat's auto-pilot failed as she rounded the Mullet Peninsula, caused by a defect in the ball-joint on the steering ram. RNLI operations were contacted and spare parts ordered.

Sea conditions remained favourable as the lifeboat crossed Donegal Bay, with the crew continuing to make good progress with the equipment. At 1730, some 3 miles SW of Burtonport, Arranmore lifeboat called on VHF to say that she was sailing to meet and escort 14-09 through the narrow approaches to Burtonport Harbour. The local lifeboat led the way through the narrow channel and the Arranmore crew made everyone very welcome.

Day Six

Burtonport to Portree

The passage to Portree was uneventful, although about 50 miles north of Malin Head a 40ft whale was sighted some 20m off the port bow. Weather and sea conditions remained favourable during the passage up the Little Minch and the lifeboat secured alongside in Portree at 1900. A BBC film crew were making a Gaelic language children's programme and were most interested in the new lifeboat so they were invited on board for a short run the next morning.

Day Seven

Portree to Peterhead

At 0800 the film crew came aboard and took some excellent footage of the lifeboat and the crew at work, and as soon as they were landed the lifeboat made passage for Cape Wrath.

As the day progressed, sea conditions deteriorated and by midday, winds had increased to a Force 6 to 7 south-westerly, with rough quartering seas. The lifeboat handled extremely well and the steering system received praise from the coxswain. At 1730 Pentland Coastguard asked for assistance to be rendered to a fishing vessel which had broken down off Scrabster. She was identified by VHF/DF and, in rough seas, Coxswain Wright put a tow aboard and she was taken into Scrabster – to some light-hearted accusations of poaching from the local coxswain! The lifeboat was refuelled and sailed for Peterhead arriving at 2245.

Day Eight

Peterhead to Dunbar

Heading South in calm seas and fair weather. 14-09 was met off Aberdeen by the local lifeboat, welcoming the first of the Trent class to Scotland. At 1400, in the approaches to Dunbar, the station's Waveney and several local fishing vessels. came out to greet the new lifeboat and, with a



piper aboard, the lifeboat arrived alongside in Dunbar at 1430 to a tremendous welcome from about 400 people on the quayside.

Summary

During her eight-day passage 14-09 proved herself to be a most reliable and effective lifeboat, demonstrated over a distance of some 1,300 nautical miles and during two services. Despite minor problems with the electronics the overall package is excellent. In particular the electronic chart system is a tremendous navigational tool, allowing accurate navigation to be carried out and displayed at high speeds and in all sea conditions.

The reserve of power available when manoeuvring alongside a casualty is an enormous asset, the deck speaker and intercom system is excellent, the seating arrangement is good but externally fitted electronic equipment should be better water-proofed. The auto-pilot is a welcome asset but rather over-sensitive in its present form and the bow-fairlead could be strengthened, particularly for vessels on a single point mooring.

Noel Wright and his crew were delighted with their new lifeboat and became a very effective operational team during the passage. It was most satisfying to witness the transformation from a Solent and Waveney crew to a most effective and capable Trent crew. The Trent is user-friendly and complements the skills and dedication of our crews augmented by the RNLI's developing training programme.

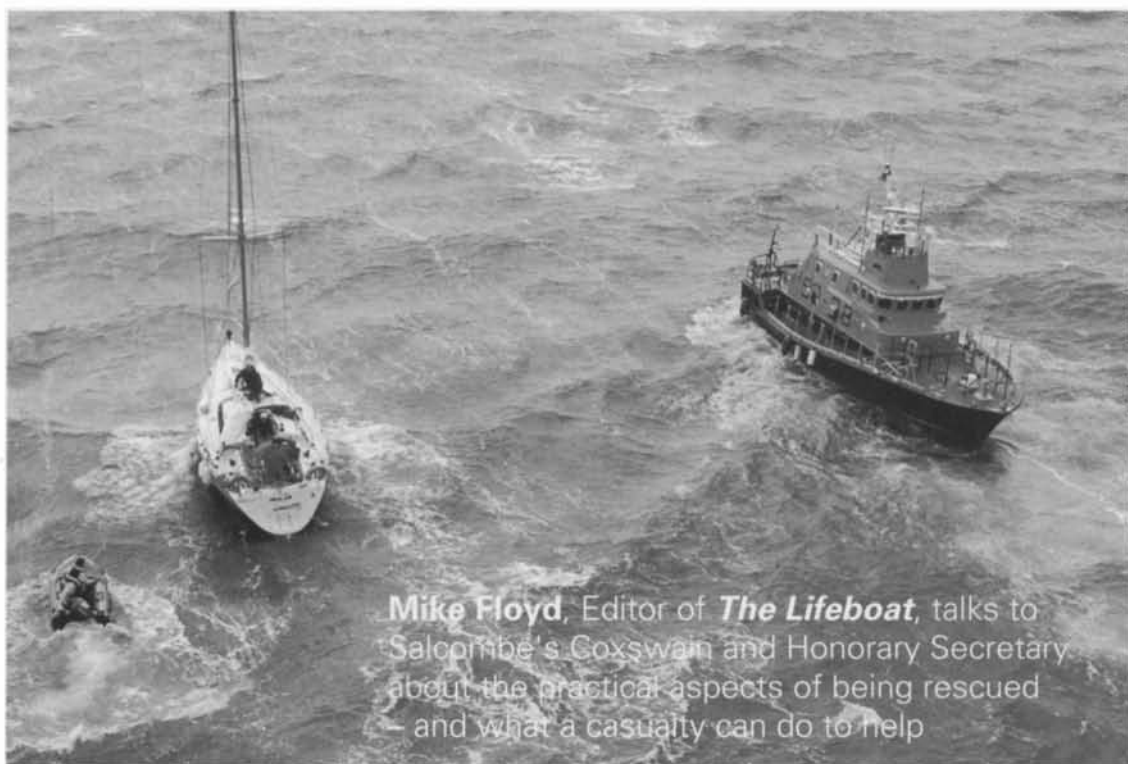
On a personal note, I would like to congratulate all involved in the concept, planning and design of the Trent class lifeboat. No doubt, as with all new lifeboats, time and experience with the craft may highlight areas of improvement, but I am convinced that the basic package is very sound. She is a fine lifeboat and we should be very proud of what has been achieved.

Sir Ronald Pechell Bt being put through her paces during late 1995.

Dunbar lifeboat crew at Poole depot quay with their new lifeboat just before departure.



Waiting for the lifeboat



As cruising yachtsmen most of us will go through life without needing a lifeboat. Growing experience, natural caution and a healthy respect for the sea backed up with good safety equipment should see us through. But the operative word is 'should', for even the best prepared vessel and crew can come across a situation where everything goes for the proverbial tin of worms and we make that fateful call: 'Mayday, mayday, mayday. This is yacht *Unfortunate...*' Some of us may have run through that scenario in our minds, but nothing can really prepare you for that moment.

This was all brought home to me one sunny June day while looking out across a crowded Salcombe harbour and chatting to lifeboat coxswain Frank Smith and the honorary secretary Peter Hodges. Peter is also the harbourmaster and the two positions combine to give him a keen insight into the problems encountered by the cruising sailor.

'What,' I asked them, 'can the cruising yachtsman do to help once he has made that VHF call? He's been told that Salcombe lifeboat is on its way and hung up his microphone. What now?'

Well, as you might expect, the help should have started well beforehand. Both Frank and Peter emphasised how important it is to make that call earlier rather than late. 'And in daylight if you can,' said Frank, 'everything seems much worse when it's dark.'

Then there's the question of position – in the early stages Peter's main interest is in knowing which direction to send the lifeboat, with the fine tuning coming once she's under way. But to do that he needs to know where the yacht is. 'An accurate position's only of use if it's right!' Peter said. If there's any doubt it's best to say so, admitting that it's a 'best guess' is far more helpful than giving a position to two decimal places which is hopelessly inaccurate. It's also helpful if you tell the Coastguard how the position was obtained – GPS, visual, radar or plain 'best

guess', at least everyone knows where they stand.

Another thing that Frank would particularly like to know is whether there are any injuries because this, like having someone in the water, can lend an even greater air of urgency. One problem that isn't obvious at first sight is: 'How fast do you leave the Harbour?' In a harbour as busy and confined as Salcombe a Tyne at full chat pulls up quite a wake and, as Frank says, 'We don't want to do any damage, but if there's someone in the water, for example, we'll pull out all the stops.'

Once the lifeboat is at sea she will try to raise the casualty on VHF, which is yet another reason for making sure you have one; it works; and you've got an emergency aerial should the mast be down. That way the coxswain can find out more about the problem, reassure the casualty, and the crew can use the lifeboat's VHF direction finder. Without VHF? A flare for location – 'but not a paraflare if there's a helicopter about' adds Frank – and a loudhailer when alongside which is obviously nowhere near as satisfactory.

Peter was quick to point out that a mobile phone – although maybe better than nothing – is not the answer. 'People think they've got the safety cover because they have a mobile phone – and that's not correct.' Obvious when you think about it – you can't use DF on a mobile phone and being strictly two-way, and not broadcast, no-one else can hear what's going on. If you're talking to the Coastguard then the lifeboat can't hear you, and neither can a boat a couple of miles away which may be able to give almost immediate help.

Something which might seem obvious, but apparently isn't, is to stay in the position you've given. OK, try to claw off a lee shore or toward the lifeboat, but don't do as some people have and motor off home without telling anyone – motor yachts in particular can be hard to catch! Both Frank and Peter stressed that the casualty should tell the lifeboat of her course and speed so that she can alter course to intercept.

The lifeboat will use the radio to say what they

plan to do on arrival, and what the casualty can do to help. Frank prefers not to put anyone aboard unless it's unavoidable, both because of the risk to the crew and of damage to casualty and lifeboat. The safest way usually – but every incident is different – is to put a tow aboard, and so having someone on the foredeck when the lifeboat arrives is useful, always providing the crew is fit and able. Any minute now a 2in diameter warp is going to land on your foredeck, so make sure that there is a good strong point to which it can be attached. Interestingly Frank isn't a fan of the 'bridle-round-the-sheet winches' idea: 'If anything parts forward, you end up towing from aft' he says, which isn't such a good idea.

Prepare for the arrival by staying warm, putting on dry clothing and generally getting mentally and physically ready for the arrival of the lifeboat – gloves, for example, will help keep your hands working when they get wet and cold.

If there is debris alongside you can usefully tidy it up – but only if it is safe to do so – otherwise make sure the lifeboat knows about it. The crew are reluctant to cut anything away, but they have wirecutters and will use them if they have to.

When the lifeboat arrives you might wonder why she doesn't steam up to you at undiminished speed. Unless you're right off a lee shore the lifeboat will probably slow down some way off – to allow the wake to dissipate, the crew to sum up the situation and prepare what they need. You may not even see anyone on deck, as there is no point in the crew getting wet, tired and cold before they need to. They'll get wet and cold soon enough.

Any casualty without a radio will probably be given one as soon as the lifeboat arrives – and this could be one of the occasions when a crew member comes with it, although more often it will arrive on the end of a boathook.

The most important thing to remember when the lifeboat arrives is to trust her crew. The sight of a 47ft steel Tyne rearing up alongside in a seaway may be terrifying, but hold the course you've been asked to – the coxswain has enough variables without you adding to them. Don't think you know better, and if you can't carry out a particular manoeuvre for any reason tell the coxswain!

If medical attention is needed then a first aider – or sometimes a Doctor – will be put aboard as a matter of priority. You might be asked to lie ahull or to steer a particular course (often downwind) but the important thing is to do as you're asked and try not to sheer off like a startled rabbit as the coxswain tries to place 20-plus tons of lifeboat accurately so that someone can come aboard.

There are probably as many ways of passing the tow as there are lifeboat coxswains, but if you see the Salcombe lifeboat approaching you'll probably find Frank will manoeuvre into position off your weather bow and come astern to pass the tow from his stern to your foredeck. You'll be asked to either lie-to with all sail lowered or, if you've got a mizzen for example, to adopt a slightly bow-to-weather attitude. Forget the problems you have manoeuvring your own boat astern – a lifeboat is steered on the throttles and can manoeuvre astern with accu-

racy in awful conditions. Just as important it can then move forward away from the casualty with remarkable alacrity if something goes wrong.

And once that tow line is aboard you'll be surprised how long it is. Frank says he won't use less than 120 metres, even on a flat calm day, and will often add another 200 metres to that. 'The further away they are the better!' he says, as the line must be in the water to take out the snatch.

Once the tow is under way – follow the lifeboat! You can rely on their local knowledge, so stay in their wake if you still have steering. If you don't the chances are that a drogue will have been passed across to be attached to some strong point aft – Frank suggests a sheet winch – and this should do the job for you. The RNLI's casualty drogue, a fairly small one, is usually used but in extreme conditions or with a bigger casualty you

might get the lifeboat's own drogue (not all carry them) which is a bigger beast altogether. It would normally arrive complete and made up with its own warp, and often with an attendant crew member.

The tow will be shortened up at some stage, at Salcombe you can expect to be just inside the harbour, and you'll be tucked away somewhere safe.

Once the initial drama has passed and you're on the way back in it would be an unusual yachtsman who wouldn't worry about what will happen to his boat and crew. You're being towed into a strange port, possibly miles from your intended destination and perhaps with damage that is going to need repair.

Again the answer is 'trust the lifeboat crew'. They will obviously have arranged for any injuries to be dealt with but you'll also find what Peter called 'a sort of after sales service'. The station will make sure that you're comfortable and well looked after, and although it isn't advertised as part of the service crews have taken people to railway stations, loaned clothes, arranged accommodation and even put survivors up for the night – 'for goodness sake don't volunteer that as part of the service!' someone chipped in.

And if there's damage? Well who knows better the man that can fix anything maritime than a local lifeboat coxswain?

• Every lifeboat station is different and every lifeboat service is unique. The views and methods we discussed apply to Salcombe, but any station – although it may do things differently – will provide the same sort of professional help afloat and ashore.

'Try not to sheer off like a startled rabbit as the coxswain tries to place 20-plus tons of lifeboat accurately so that someone can come aboard'

(Below) If a tow line is put aboard it will be longer than you might expect – Frank Smith of Salcombe never uses less than 120 metres, and if there's any sea it could be 200 metres longer than that.



Bookshelf

The History of the Blyth and Cambois Lifeboats The History of the Eyemouth Lifeboats

by Jeff Morris

Published by the author - prices in text

Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts Society continues his self-imposed task of writing and maintaining up to date histories of the RNLI's lifeboat stations with these two volumes – covering stations which although fairly close together geographically straddle the England/Scotland border.

Blyth can trace its lifeboat history back to 1808 when a Greathead lifeboat was purchased by a local landowner, with the help of

Lloyds. Her career was brief - for just two years later she was lost returning from a service and 26 men were drowned. Another tragedy struck the station in 1841 when another 10 people died attempting to reach a local brig. A second station, just to the north of the town at Cambois, was set up in 1854 but was closed in 1927. Jeff Morris's history of the station could hardly be more up to date, as the closing chapter relates the arrival of the new Trent class and her naming ceremony in July of this year.

Eyemouth too has a long association with lifeboats, a station being established in the town in 1876, and it now also has a Trent - the naming ceremony in June '96 bringing this volume right up to date.

As usual with the 'History of...' series both books are illustrated with period photographs and are soft-back A5 publications. Both can be obtained from the author and publisher at 14 Medina Road, Foleshill, Coventry CV6 5JB at £2. 50 each, including P&P.

Books reviewed on these pages are not available from the RNLI unless this is stated in the text.

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

The 37ft Oakley Lifeboats

A History 1957-1994

by Mark Roberts and Nicholas Leach

published by Norfolk and Suffolk Research Group
at £5 (inc P&P)

The Oakley class lifeboat marked a watershed in lifeboat design. Entering service in 1958 the design was in use operationally for 36 years and was the last of the 'conventional' double ended boats to see service with the RNLI. In addition the Oakleys used an innovative self-righting system using water ballast which overcame many of the objections raised to earlier methods of self-righting.

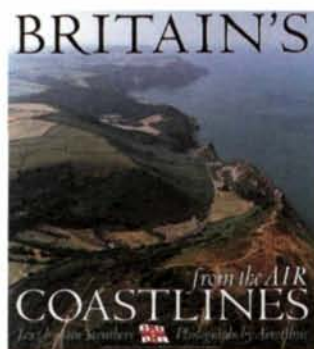
This book traces the evolution of the design, the reasons behind it, the modifications and the evolution into the 37ft Rother class using an almost identical hull form but without the water-ballast system. The complete history of each of the 26 boats built is included, together with photo-

Britain's Coastlines from the Air

Text by Jane Struthers, photographs by Aerofilms
Published by Ebury Press in association with the RNLI
at £19.99

ISBN 0 09 180763 8

Anyone who has been following our 'High Seas' series of aerial photographs in **The Lifeboat** is almost certain to find this book a delight. None of the photographs which have appeared, or will appear, in **The Lifeboat** are the same as the 160 in the book – even the single one which shows a similar scene being taken from a different angle. Not every photo on each of the 144 pages contains a lifeboat station, although several of them are obvious and yet more are either tucked away in the detail awaiting the curious magnifying glass or just out of shot.



The large-format, high quality volume looks in turn at each of the sea areas whose names are so familiar from the radio Shipping Forecast, reproducing around ten extremely well-printed photographs from each sea area backed up by a small amount of text which either puts flesh on the bones of the picture or adds some fascinating detail.

The flights which Aerofilms made to take the photographs for this volume enabled the RNLI to obtain photographs of each of its stations for a nominal sum, but the book goes even further to help the lifeboat service. A percentage of the royalties goes to the Institution and, of course, buying through the RNLI makes an even bigger contribution to the coffers – just write to RNLI Sales enclosing a cheque for £23.19 (which includes post and packing) and quote the catalogue reference 02421.

graphs and details of some of the more notable services.

Sadly the unique self-righting system, and in particular the complex structure which it required, worked against the boats at the end of their service lives. None could be sold as private vessels as the RNLI could not guarantee that the complex system would continue to work without the specialised maintenance needed. So, with the possibility of failure or hull deterioration making the boats potentially dangerous in private hands it was decided that those boats which could not be found a home on display ashore – with an undertaking that they would not be taken to sea again – were dismantled or broken up.

The History of the 37ft Oakleys is available from Mark Roberts at 4 Paines Orchard, Cheddington, Bedfordshire LU7 0SN at £5 including P&P. Cheques should be made payable to the RNLI Norfolk and Suffolk Research Group.

Lifeboat crews need skill, bravery, training and...

Willpower

Over the years the RNLI's dependence on money left to it in legacies has helped keep the Institution buoyant, providing a regular backbone to the income raised by volunteers and Shoreline members and enabling it to build and maintain a fleet of lifeboats which is second to none.

However the fact that 60% of the money needed to run the lifeboat service came from this source proved to be something of a double-edged sword when legacy income began to fall.

Income from legacies peaked in 1993 and then levelled off in 1994. Was this simply a 'blip' or was it the beginning of a long-term decline? Deciding which was not as easy as it may seem, and it was not until the results had been carefully analysed, month by month during 1994 that the falling trend could clearly be seen. The RNLI's experience was by then

being felt by other charities which had previously had a significant legacy income, and was further born out by independent national surveys which predicted that the decline in charitable legacies would continue for some years.

This was, of course, very bad news for the RNLI which, uniquely among charities, has a large capital expenditure and which must plan at least 20 years into the future so that lifeboats can be replaced by new ones at the end of their working lives.

In 1994 income from legacies had fallen by £1.6m from the previous year, and so early in 1995 – with the short term figures showing a quickening fall – the RNLI launched an initiative to try to stem the drop in legacy income, and to try to reverse it if at all possible. The Institution was aware that it was swimming against a national

Continued overleaf

The Story of Moira Barrie...

Moira Barrie, who was the honorary secretary of the Broadway guild in Worcestershire, left a valuable legacy to the Institution in the form of a bequest which almost totally funded the Barmouth lifeboat in Wales. The Mersey class lifeboat was appropriately named *Moira Barrie*. This lifeboat, the 26th Mersey to be built, was named at her station in May 1993, when Moira's sister, the late Miss Sheila Barrie formally handed over the lifeboat to the Institution in a very moving ceremony and service of dedication.

Thus began a special relationship between inland supporters in land-locked Worcestershire and the community at Barmouth, a seaside town in Gwynedd, Wales – which is immensely proud of *Moira Barrie* and her brave crew.



The Mersey class lifeboat *Moira Barrie*, the 26th of the class, is now stationed at Barmouth. She was funded almost entirely by a legacy left by Miss Moira Barrie of the Broadway Guild in Worcestershire.



Although the majority of the funding for Exmouth's new Trent class Forward Birmingham came from an appeal in the City whose name she bears, her building was only possible because the appeal was topped up by no less than 13 smaller legacies totalling some £320,000 - an average of about £2,500 each. Large or small, every legacy helps build or maintain a lifeboat.

Willpower

continued

tide, but if the lifeboat service was to continue at its present level of cover – and move forward into the next century – it was a decline which had to be addressed.

An appeal letter in *The Lifeboat* began the work, and as a result more than 350 people asked for the newly-prepared booklet 'Preserving all you Value'. 170 pledges of legacy support were received and more than 5,000 people replied to say that they had included the RNLI in their will.

This was an excellent response, showing that the supporters of the lifeboat service were still willing to back it in one of the most effective ways they know. Backed up by even greater fundraising efforts on the part of branches, guilds and members and with the new corporate partnerships beginning to produce results the RNLI's income last year held up and all of the plans could be carried through.

However, with the cost of building and maintaining the fleet climbing inexorably and the demands on the service increasing year by year - 1995 was yet another record year for call-outs – there is no room for complacency. A regu-

lar income from legacies is still vital to meet the commitments already made to build better and faster lifeboats to ensure that the right lifeboat cover is in place around the coast to help everyone from the commercial sailor, the ferry passenger, the leisure sea user and even those who never thought they may need a lifeboat.

Many a walker has been rescued by a lifeboat when cut off by the tide and many a child has been saved when his inflatable air bed was blown out to sea.

Such a wide range of casualties demands a wide range of lifeboats and a wide range of skills from their crews. The volunteers will always come forward, and a legacy can provide the means for them to do the job.

All-weather lifeboats are expensive, yet some legacies are large enough to build a complete boat, often carrying a name chosen to commemorate a family member. Legacies which partly fund a lifeboat also often result in a commemorative name and others – which may be used for a specific item such as the engines – result in the commemorative plaques which are to be found in so many boathouses.

Valuable as these larger legacies are it is the smaller ones which make up the largest number of bequests to the RNLI. Few of us will be able to leave a bequest for an all-weather lifeboat, but most of us would be able to help build an inshore lifeboat or simply help to ensure that the lifeboat service goes into the next century in a fit state to carry on the work of the last 172 years.

If a relatively large legacy is left to the Institution it may be possible to name a new lifeboat in memory of a much-loved family member. Smaller bequests can be recorded on a plaque in a boathouse.

In the year in which Moira Barrie left the RNLI her bequest the Institution received more than 2,600 legacies – ranging from a £5 gift to a £5m bequest. Many of these came from people who would not have considered themselves 'rich' by any standards. All bequests, of whatever size, are much appreciated by the Institution, and never more so than now – with income from from legacies under pressure and demands on the service and costs continually rising.

To receive a copy of the RNLI's booklet 'Preserving all you Value' or a copy of the free video please contact John Marshall the Institution's Legacy Information Officer on Poole (01202) 663032 or write to the address on the contents page of this magazine.

Any additional information about leaving a legacy to the RNLI can be obtained from Anthony Oliver, the Deputy Head of Fundraising and Marketing on (01202) 663000 or the same address.



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B. Miles

Brian Miles, Director

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CARD SERVICES

RNLI 10/96



A look behind the scenes at RNLI (Sales), the company which raises funds for the lifeboat service, and is also responsible for perhaps the most visible of the RNLI's images - its gifts and souvenirs

We all know about RNLI (Sales) don't we? Every time we order some Christmas cards from the catalogue or a souvenir secretary wants to restock on tea towels a simple order form goes off in the post, and then a few days later a package pops back through our letter box.

It must be simple, mustn't it? Just receive the orders, pack them up and send out the goods.

Well, it is in theory, but in practice things get just a bit more complicated. Who, for example, is going to decide which items to stock? Where to get them? Where to store them? And how on earth do we process more than 90,000 orders a year?



So much to choose from. Visitors to Eastbourne's lifeboat museum ponder on their next purchase.

...and where it all came from - the 16,000sq ft Fulfillment Centre in Thirsk.



These are just some of the problems which face RNLI (Sales) in its task of raising funds for the lifeboat service.

Why?

First of all why the rather strange title? The full title is actually RNLI (Sales) Limited, which is good clue. RNLI (Sales) Limited - let's just call it the sales company for simplicity - isn't a charity like the RNLI, it's a wholly owned subsidiary of the RNLI, and a commercial company with its own board of directors. Its close links with the Institution are made even more obvious to all when the board of directors consists entirely of RNLI staff and members of RNLI Committees. But it must be separate, legally, in order to trade as it does, and in order to be able to deal advantageously with such things as VAT. It 'covenants' its entire commercial profit

to the RNLI, which also enables the Institution to reclaim the tax that the sales company has paid.

Despite its separate legal status it's everyone's aim that the sales company blends seamlessly with the rest of the Institution and it's activities - call any RNLI telephone number, for example, and you can be transferred from sales company to fund-raising to operations and back again with little more than a distant click.

The whole set-up may all sound rather complicated, but it's not as complex as it sounds and it's by far and away the most effective way of allowing a charity to trade to raise funds and avoid paying unnecessary taxes.

How?

So, having established exactly what the sales company is, what does it do and how does it do it?

Managing Director, Sales, is Peter Chennell, and it is he who sets the strategy and looks after the organisation and day-to-day running of this diverse company. For not only does the sales company have to buy in a suitable range of products, much of it personalised to the RNLI in some way but it also has to despatch them to two very different sorts of customers through two very different methods. Its main outlets are 'Watermark', the RNLI's mail order catalogue, and the distinctly different range of goods for sale by branch and guild members.

There are some 2,000 branches and guilds and most are involved in the sale of gifts and souvenirs in some way. Some have dedicated shop premises, some have a shop at lifeboat stations (which are being added whenever possible when a station is improved), and some make use of them for 'trestle table' operations at shows or their own events. Each needs a different stock and different stock levels but all need a quick turnaround and control of orders, banking and returns. Just to add a little variety, as if more were needed, the sales company also has to stock stands at boat shows and the AGM, sending stock out, keeping it topped up and then bringing home the unsold goods.

The company carries around 3,500 different items, ranging from keyrings at 20p each to items

selling for £200 and more. Just to add to the complexity the range within one item can be extensive. Take sweat shirts: there are three colours, and as all three grades must be available in at least five sizes the simple label 'sweat shirt' covers at least 15 different items.

Under Peter's tenure the sales organisation has come in for much modernisation and updating. 'We're running a £5m a year retail operation here', says Peter, 'and it must be run at least as efficiently as any similar operation. More so really, since we're unique in contributing to the running of a voluntary lifesaving organisation.'

'We're running a £5m turnover retail operation here, and it must be run at least as efficiently as any similar operation...'

The key to handling such large and varying amounts is, as you'd expect, a good computer system which links the order-taking side of things in Poole with the vast warehouse which is centrally located, and convenient to the motorway network, at Thirsk in Yorkshire.

Orders are received in the Bill Knott building on the RNLI's depot site in Poole where the payments are processed and the orders entered into the computer system.

...more so really since we're unique in contributing to the running of a voluntary lifeboat service'

Some 250 miles away at the Fulfilment Centre in Yorkshire, in a purpose-built warehouse on the outskirts of James Herriot's home town, Office Supervisor Jackie Gelder can print off the day's catalogue orders. When we visited things were 'fairly quiet' with only about 800 orders to process – in the run up to Christmas there might be as many as 2,000. Since Terry Burden, who

manages the Thirsk operation, was already planning an 8am to 8pm day a new Coastal Calendar with 48-hour days in the three months before the festive season might be a good selling line...

Alongside the mail order printer more staff enter the branch and guilds' gift and souvenir orders, which come directly to Thirsk, and these too makes their way through into the giant warehouse behind the offices.



With almost a mile of shelving, 3,500 items and 90,000 orders a year to process it doesn't pay to lose track of anything...

Security

It may all sound a little impersonal, but that's far from the case. Orders which are to be gifts can be despatched with personal messages or Christmas cards; branch and guild officials often pop in for their orders in person; and the chief of security is likely to be lying on her back waiting for someone to tickle her tummy... And before anyone gets the wrong idea, security, according to the staff board in the foyer at any rate, is in the hands of Bess, Terry's loveable Golden Retriever. Apart from roving the building to keep a close eye on everyone (in case they have something left over from their sandwiches) she also contributes to staff fitness by having a seemingly endless rota of people waiting to take her for a lunchtime walk.

Parrots

Once the orders are out in the warehouse the 'pickers' begin to assemble them, with a simple but effective system in place to check for accuracy. Ten orders are 'picked' at the same time, by bin number, from the seemingly endless racks of storage and put in an individual basket. From these racks, which are only a few yards short of a mile in length, the items are brought back to a central point where they are 'picked' again, this time checking against the computer generated delivery note to pick up any discrepancy between the 'part number' and the actual description of the item. This way you shouldn't receive a talking parrot instead of a key ring if there's been 'finger trouble' on a keyboard somewhere!

In with the completed order goes a repeat order form, another catalogue and, at the moment, a Sea Safety leaflet – since this is a very good way of distributing RNLI material virtually free.

All that is left is the packing – but where do you start when you've got items of every conceivable shape and size, and they've all got to go into one box? Just arm Thirsk's packers with a selection of cardboard boxes and some packing material and stand back and watch in admiration. If there is but one way that everything will go in the box, they'll find it!

And that packing material? It looks just like simple shredded cardboard, and that's exactly what it is. But not so long ago someone had to be paid to take away the old cardboard boxes that the stock arrived



Peter Chennell (left) controls operations from Poole while Terry Burden (right) makes sure that all runs smoothly in Thirsk



(Far left) The 'picking' is under way as Mary Thomson and Juliette Kay check their baskets. A simple system checks the goods against both the order form and the delivery note. So mistakes can't happen, can they?

Continued overleaf

**SALE
NOW
ON!**
continued

in, and packing material for outgoing orders had to be bought in. Now, in a nice piece of ecologically sound (and money saving) thinking, a special shredder turns the unwanted first into the needed second...

And then up the aisles to the despatch area and a waiting forklift. Such is the volume of orders passing through this operation that the idea of having a van collect them each day was abandoned long ago. Now the carrier leaves a lorry on site. It's fully loaded by the end of the day, disappears at night and is replaced by an empty version ready to be packed the next day. In busy times (that Christmas rush again) an articulated trailer is left alongside it...

Meanwhile...

Meanwhile, what's happening back in Poole? Well, walking in to the office there you're reminded of that old adage about the

swan. All looks calm and collected on the surface, but you know that there's a heck of a lot of hard paddling going on under the surface. There's a steady stream of orders going in to the computer system for a start, and in the finance section alone there are some 136,000 transactions a year to be recorded by Financial Director Russell Bowman and his section (that's well over 500 each working day for those without a calculator handy).

Pat Hendy's team, bolstered by temporary staff in the three months before the Christmas rush, mans the telephones to process orders, recording details of the order, credit card numbers and so on, and once again the busy three months sees extended hours – from 7am to 10pm, with an answering machine taking over to deal with insomniac customers. They're helped by a software package on the computer specially designed for mail order transactions and which revelling in the name of 'MailBrain'.

on the motorway...

And there's more. In Retail Operations you might find the Manager, Angela Kingsford, in her office, but more likely she left at dawn to visit one of the souvenir shops, or to help someone who has been asked to set up a stand and would like some commercial advice. Rod Johnson could be in, but again he's more likely to be somewhere on a motorway – on his way to provide support for the fundraisers out in the field with commercial advice on stocking, display and careful storage of the goods. You are more likely to find Gloria Price in residence as she's the one who deals with the queries and keeps things running back at base. Gloria is known to almost everyone as 'Glo' and,

as everyone in the RNLI has an acronym for their title, Gloria's 'Branch Liaison Officer' becomes BLO – and she in turn becomes 'Glo the Blo'.

The whole idea is to shoulder some of the commercial strain of what should be pleasurable fundraising activities.

Reps

Elsewhere Margaret Creech will be living up to her title of Merchandising and Buying Manager by visiting a couple of dozen trade fairs each year, talking to countless sales reps and looking at four or five parcels of speculative merchandise which arrive uninvited each day. In her spare time she and her team select the items, decide which page of the catalogue they're going to appear on and then arrange the layout and printing of the catalogue with a design studio and printer.

And talking of the catalogues – 'Watermark', the mail order catalogue has a print run of some 800,000 and reaches not only RNLI members with the Summer issue of *The Lifeboat* but is also mailed out again in October to frequent customers and those who have asked for it specially. To spread the word further other lists of names and addresses are rented for a special mailing, which produces good results and brings many other customers into contact with all aspects of the RNLI.

An interesting point here – the rented lists are checked against the RNLI's own list (the in-term is 'de-duplicated') but can't be checked against each other. That's why if you're on one of the other lists you might receive three copies of the catalogue some years. Don't worry, it isn't wasteful. Peter points out that it's far more profitable to 'waste' the odd copy than to miss out on potential customers. 'It looks wasteful, but it isn't really,' he says, 'believe me – it works!' Since £145,000 in donations accompanied catalogue orders last year few would argue.

Just in Time

You might think that all this is enough to keep everyone pretty busy – but of course there's the odd problem still left to solve. Like making sure that the stock is available when its needed, and not before. There's another buzz-word for this, it's called 'Just In Time'. The stock is delivered just before you need it so that it is not tying up funds and expensive storage space any longer than absolutely necessary. Sounds simple? Just try it with 3,500 items as Marketing Support Controller Christine Curtis has to!

Of course despite everybody's best efforts suppliers can and do let the company down, and items go out of stock. The customers don't like it – but neither does Peter and his team, so if it is out of stock you can bet that they've moved heaven and earth to try to prevent it.

So, the next time you drop an order form in the post and the goods duly turn up a few days later spare a thought for the poor old swan. A calm and efficient service means a lot of hard paddling!



The end of the line. Barry Dennis loads another basket of parcels into the waiting lorry



A large shop like the Whitby museum (above right) or a trestle table at an open air event at Swanage (below), RNLI (Sales) services them all



Tailpiece...

The **Inshore Lifeboat Centre** at Cowes held its biennial Open Days on 16 and 17 August.

Our photographers braved the holiday atmosphere, the refreshment tent and blazing sunshine to bring you this photo-report.

Inshore Passage



(Above) The righting displays are always popular – Three burly crew members are enough to persuade a D class to come the right way up.

(Right) A fairly complicated kit – a dismantled outboard powerhead shows how the engines are inversion proofed at the Centre.

(Below) Putting a brave face on it. James Magness from Wootton Bassett in Wiltshire gets the treatment.



(Above) 'It's a bit big Mum!' The competition to dress up in lifeboatman's gear is always popular – even if the stores can't supply quite the right size.

(Below) There were no open days in 1994 as the new facilities at Cowes were under construction. This was the first opportunity for visitors to see how the Atlantics are built and maintained in their new purpose-built workshops.



(Left) A holiday atmosphere at the newly refurbished centre, with everything from practical displays to souvenir stalls.

(Right) It takes a crane to capsize an Atlantic - her crew wait patiently underneath ready to right her while the safety boat keeps a watchful eye on things.



High Seas

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



Peel's boathouse and slipway – tucked into the crook of the harbour between the breakwater and St Patrick's Isle in the main photo – were rebuilt in 1992 to house the station's carriage-launched Mersey. Because of the picturesque situation, hard up against the walls of Peel Castle, the old boathouse was dismantled and the stone cleaned before being re-used on the two visible walls of the new building.

The slipway is seen here at about half-tide, protected by the island and breakwater but completely open to the north-west.

Main photo (left) Ref 652380

Detailed photo (below) Ref 652386



Peel, Isle of Man – Ireland Division



Broughty Ferry's Arun can be seen lying afloat just to the right of centre in the main photograph, with the boathouse on the foreshore at the far right.

The boathouse is now home to the boarding boat and D class lifeboat which launch from cradles down the old slip – one of which can just be seen at the water's edge in the close up. Closer to the camera are the L-shape Pilot's pier and the drying Broughty Harbour next to the castle. In the background are the Tay road and rail bridges. The photo looks down river to the west, with the open sea behind the camera.

Main photo (left) Ref 641523

Detailed photo (above) Ref 641528

Broughty Ferry – Scotland Division



Poole – home of RNLI Headquarters – boasts the second largest natural harbour in the world. The station's lifeboats are situated off the quay – just by Poole lifting bridge, shown up in the main photo, on the crown of the turn.

The floating boathouse, known fondly as the 'pigpen', which houses the Atlantic 75 lifeboat can be seen at high tide in the photograph below, just left of the lifting bridge with the station's Brede class lying afloat beside it.

Until recently the crew used a D class boarding boat from the station (main building at the bottom-left) to get to the lifeboat, but since this photograph was taken a walkway has been erected directly to the 'pigpen' from the quayside.

Main photo (left) Ref 649129

Detailed photo (below) Ref 649113



Poole – South Division



Humber's Arun class lifeboat lies afloat off the tip of Spurn Point, the most southerly fragment of Yorkshire, where the Humber joins the turbulent North Sea.

It is the only station with a full-time crew – the members and their families live in the isolated community of seven houses at the end of the point, which can be seen in the photo below.

The walkway and jetty, belonging to the Humber pilots, is shared by the RNLI crew and the lifeboat, which is moored at the top of the picture, is reached by a davit launched boarding boat, just visible to the far right of the jetty.

Main photo (left) Ref 646909

Detailed photo (below) Ref 646926



Humber – North Division

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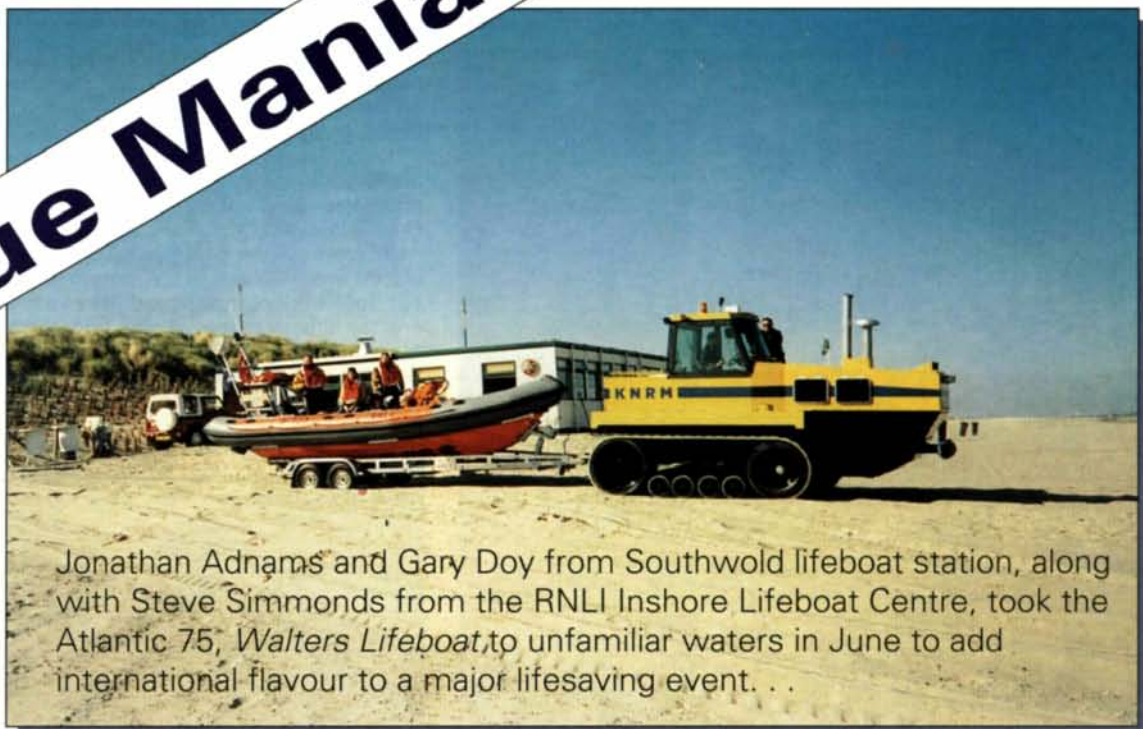
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4. Make cheques etc payable to **Hunting Aerofilms**, not the RNLI.

Rescue Mania!

The Atlantic 75 class lifeboat, Walters Lifeboat launching off Ter Heyde beach. The KNRM Caterpillar Challenger Tractor of some 260bhp, runs on rubber tracks and while towing an Atlantic on a Large U frame, can achieve speeds of 25kph on the flat sandy beach.



Jonathan Adnams and Gary Doy from Southwold lifeboat station, along with Steve Simmonds from the RNLI Inshore Lifeboat Centre, took the Atlantic 75, Walters Lifeboat, to unfamiliar waters in June to add international flavour to a major lifesaving event. . .

Beautiful clear blue skies were the backdrop for an international rescue event, Rescue Mania 1996. Largely organised by members of the Netherlands Reddingsbrigade and local volunteers, and involving some two years of planning and a week of preparation, the day formed part of the 750th anniversary celebrations of the Town of 's-Gravenzande which lies opposite to the The Hook of Holland.

Jonathan and crew travelled up on 13 June with representatives from Thames Coastguard and their rigid inflatable boat, arriving at the KNRM Ter Heyde lifeboat station with plenty of spare time to meet local lifeboat crews and officials, including the Deputy Director of KNRM – and to practice launch and recovery with the station's formidable towing vehicle!

Most of the following day the crews familiarised themselves with the local waters and exercised with local lifeboats. In the early evening the RNLI and Coastguard crews, together with the all-weather lifeboat crew from Oostende in Belgium, were taken to a reception to meet the

Mayor of Ter Heyde and Rescue Mania officials. Last call of the day was a barbecue at the lifeboat station – a chance to relax and, no doubt, to sample some Dutch beer and burgers.

The day of the event started early with a visit from the KNRM Director at breakfast time in the Hotel Elsenduin. By 0900 both the Atlantic 75 and the Coastguard rescue boat were heading for the demonstration area, where an impressive array of boats and ships had already congregated.

A series of demonstrations followed on continuously, involving various lifeboats, Police launches, Coastguard vessels, rescue tugs, air-sea rescue helicopters and aircraft, until the final sail past brought the event to a close at 1750. The Atlantic 75 was involved in three demonstrations. First, in conjunction with the Coastguard rescue boat, six people were recovered from a drifting liferaft and taken to the beach for 'medical treatment'. Later the Atlantic 75 was towed to a static demonstration area, on show to some 35,000 members of the general public, and towards the end of the afternoon she was

launched and put through her paces in a light sea breeze which caused sufficient surf to put a sparkle into her performance.

In short the event was a success – a well organised display of modern international rescue resources, giving the general public an interesting day out.

Throughout their stay, the crews enjoyed the hospitality of their hosts, the Rescue Mania committee and crew of the Ter Heyde station.



Lifesavers under a blue sky – RNLI Atlantic 75, Walters Lifeboat with KNRM Rigid inflatable lifeboat, Christien.



The Fundraisers

Monkey business



City of Derby branch is rather short of collectors, so was glad to welcome this new recruit at Grangecroft Garden Centre – where he helped to raise £360.

Any supporters who can help in the Derby area, will be warmly welcomed. For further information contact Betty Mitchell on (01332) 559682 – and perhaps then, this poor primate can go off for a banana break!

Going swimmingly

Jessica Wright of Great Dunmow in Essex, visited Hunstanton lifeboat station on 1 June 1996 and presented the crew with a cheque for £220. She and her friend Joanne Tickner, both aged nine had raised the money by doing a sponsored swim in a local pool – they had each swum 50 lengths.

Life-float parade



The theme for this year's carnival parade in Uttoxeter, Staffordshire was 'sports' so the ladies lifeboat guild sailed up the High Street to the sound of Rod Stewart's 'Sailing'.

Classed as a walking entry, the boat consisted of a wheel chair which held the wooden superstructure – the sails were fully rigged and with the wind behind it, the lifeboat actually took off by itself! The entry won first prize in the walking section and, in spite of competition from local firms, overall first prize with a silver cup to prove it.

Members spent the afternoon selling Volvo lottery tickets on the festival site after the parade.

Pottering for cash



The Potteries Marathon, the second largest marathon in Great Britain, is attended by entrants from all over the British Isles and abroad. Mr Adrian Lucyk, a regular runner dedicated his run on 1 June 1996 to the RNLI.

Adrian finished in 3 hours, 24 minutes and 13 seconds – a very fine time considering the day was the hottest this Summer and Adrian battled on with determination.

The start and finish of the race was at Trentham Gardens in Stoke on Trent, the former home of the Duke of Sutherland and for many years a beauty spot opened to the public. As well as the sale of souvenirs and flag day collectors, the sum of £586 was raised from a competition ran by the City of Stoke-on-Trent branch – prizes for which were donated by both local and national businesses.

Beor-nly wanted to help. . .

The donkeys at Mablethorpe beach were so taken with the work of the local lifeboat guild, they wanted to join!

The ladies explained that special permission would be needed to do any donkey-work, however, the mules settled for helping to raise money for a sponsored swim that day – and possibly a few carrots.

Mablethorpe guild raised over £20,000 last year, and are having a successful 1996 so far.



£ The Fundraisers £

Krypton-ites



Over 160 people tackled the famous assault course of television's *The Krypton Factor* on 1 June 1996 to raise funds for the RNLI. The course, situated at Holcombe Moor Training Centre near Bury, is not open to the public but is made available to a limited number of charities each year. The winning team from Atherton, Greater Manchester, completed the course in a staggering 3 minutes 24 seconds!

The event which also featured a clay pigeon shoot and all the usual RNLI activities such as souvenirs and raffles, raised almost £5,000 from sponsorship – each entrant of the physical challenge was required to raise a minimum of £25.

Dinner Money

Lifeboat crew member and Insurance Institute of Swansea President 95-96, Jon Harding presented a cheque for £800 to RNLI area organiser Bev Siddard and Horton and Port Eynon station honorary secretary Peter Muxworthy. The money is the proceeds from a raffle held during the Institute's annual dinner in November 1995, the prizes for which were donated by McLarens Loss Adjusters and The Comet Group.

Seahorse Ball



Brian Miles receives a copy of 'Britain's coastlines from the air' from ball committee member Lynn Hunting of Hunting Aerofilms. Left is Simon Crane, Chairman of the Seahorse ball committee

The band played, the champagne flowed and the view across the Downs was magnificent. The occasion was the first ever Seahorse Ball held at the Queens Building, Epsom Racecourse on 22 June 1996.

The event, organised by representatives and friends of Surrey fundraising branches, was set up to raise funds for a new D class lifeboat for Sheerness.

As the organisation progressed, enthusiasm and response saw that funding for more than one D class was a possibility and the final result of 18 months hard work was a total of £40,000.

RNLI director, Lt Cdr Brian Miles CBE, who attended the ball, paid tribute to the organisers for such a splendid effort for a first time event. The new Sheerness D class, to be named *Seahorse I*, is to be followed by two further boats *Seahorse II* and *Seahorse III*.

Salcombe's eight

Together with lifeboat stations around the UK, Salcombe held an open day during May Bank Holiday for the public to look over the station's 47 ft Tyne class lifeboat, *The Baltic Exchange II*.

A special event took place during the day when Salcombe lifeboat branch was presented with an original watercolour by artist Mick Ewins. The painting depicts all eight Salcombe lifeboats from *Rescue* in 1869 to the present *Baltic Exchange II*, with Salcombe harbour in the background. Prints from the painting are available from the lifeboat shop in Salcombe.



Peter Hodges, station honorary secretary and Frank Smith, coxswain accept the painting from Mick Ewins and Don Slade of Ryan Slade Associates.



Photo: Tony Rolton

Cash Haul

A final spurt in helping The Lord Kitchener public house in Welling, Kent, to raise £12,000 for a D class inflatable lifeboat was aided by staff of Securicor Custodial Services, Charlton, who hauled a nine and a half ton prison van over a distance of four miles through Bexleyheath town centre raising in excess of £800.

Thirsty work, at the end of a hot and sticky day, was suitably rewarded when Barbara Hopkins, licensee of The Lord Kitchener, provided free liquid refreshments – an opportunity too good to be missed by the weary and dehydrated crew!

EXCLUSIVE!

Special Offer

To readers of this magazine

The aim of Castle Ashby Naturals is to provide the highest quality natural skincare products based on time tested traditional ingredients. No animals have suffered in the preparation of our quality skincare products.

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Tea Tree Oil Gel

Tea Tree Oil Gel has powerful antiseptic and antifungal properties. It is naturally soothing and non irritant so is useful for adults and children alike. Tea Tree Gel is non sticky, so easy to apply and colourless, so it won't stain clothing.

Gardeners Handcream

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

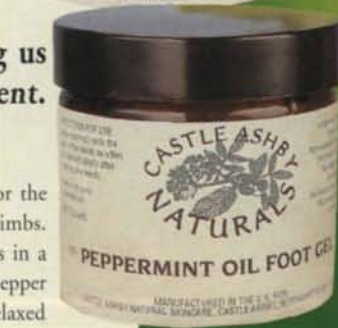
Lavender Gel contains essential oil of Lavender in a non sticky easy to apply form which smells wonderful. Lavender Gel can be applied to the skin to soothe and ease. Its antiseptic properties make it useful for general skincare and its gentle action means it is suitable for the most sensitive of skins.

Peppermint Oil Foot Gel

The soothing properties of peppermint have been known for centuries and make this an ideal gel to invigorate tired feet. The gel is easily absorbed and is suitable for every-day use.

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This light cream is easily absorbed helping to nourish the skin and keep it supple. Evening Primrose Oil Nourishment Cream also contains moisturising almond and jojoba oils which easily penetrate the skin, plus honey, carrot oil and vitamins A and E to provide a cream suitable for all skin types. Used regularly Evening Primrose Oil soothes sensitive skin and may help maintain good skin condition.



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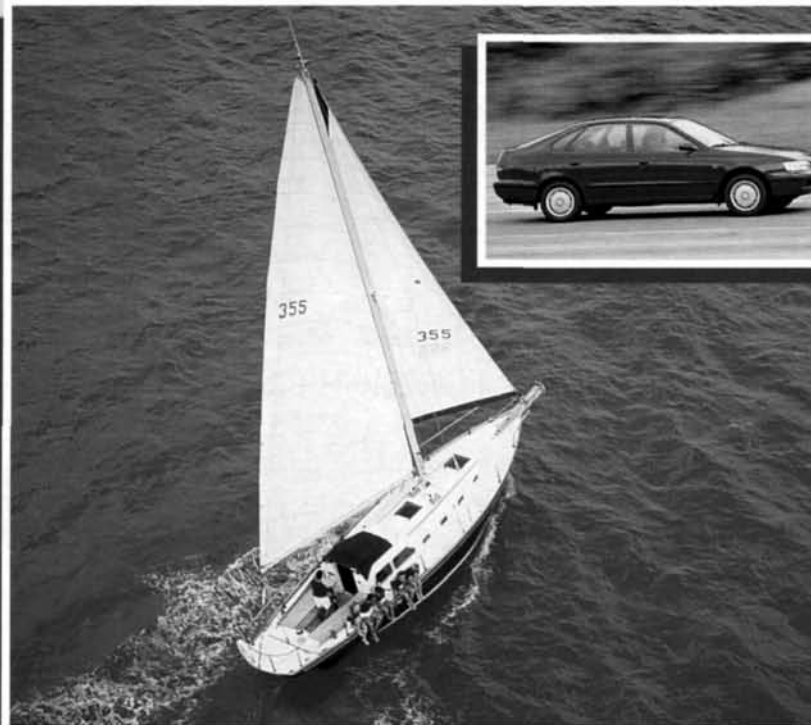
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Black Horse Finance

£ The Fundraisers £

Hair-raising funds!



Photo: Mirfield Reporter

Gary Whiting from Mirfield in West Yorkshire, turned heads earlier this year with a hair-brained scheme to raise money for charity – he had half of his beard and moustache shaved off!

Gary, went about his daily routine for ten days before removing the other half, raising a total of £340 sponsorship money from the shave and the following guess-the-weight-of-the-beard competition. The cash was divided equally between the RNLI and the Holly Bank School Rooftops appeal, a local school for handicapped children.

East meets West



On Sunday 12 May 1996 17,000 people took to the new Second Severn Crossing to raise funds for their chosen charities.

The 150 RNLI volunteers taking part put on their walking boots and collectively raised over £17,500 – equivalent to funding a D class lifeboat and clothing for 18 crew members!

The Second Severn Crossing is the biggest European construction project after the Channel Tunnel and spans a three mile stretch of water linking England and Wales. On this historic day, which is the only opportunity pedestrians will have to walk across this bridge, RNLI representatives from the two countries met in the middle and were joined by Barry Dock lifeboat, making it a memorable day for all those who took part.

The walkers wearing RNLI yellow jackets certainly stood out from the crowd and were easily spotted by the HTV crew who interviewed the group live and commented on how smart they all looked.

Happy birthday!



The West Wight guild celebrated its 25th anniversary on 9 May 1996 with a successful buffet supper at the Royal Solent Yacht Club in Yarmouth.

At the event, which was attended by almost 100 people including the president, Mrs Dorothy Lovatt, and many former chairmen, it was announced that since inception the guild has raised £277,000 for the RNLI.

Awards were presented by Anthony Oliver, deputy head of fundraising and marketing, to Mrs Pauline Harwood, souvenir secretary; and Mrs Shirley Roberts, the present chairman.

In brief

DESPITE appalling weather, **Brighton** branch held an open air extravaganza which included an air sea rescue. Although forced to take cover from the rain, the branch still managed to raise £2,079. Brighton lifeboat crew and fundraisers thank everyone who took part, including the sponsors. **SHORELINE** members from Kings Lynn have re-launched the **Downham Market** branch. A cheese and wine party held earlier in the year raised £100 and Bank Holiday Monday saw a raffle and the sale of souvenirs.

WHEN Bryan Hayes of Northampton passed away on the 6 April, his wife asked for donations to be made to the RNLI in lieu of flowers. The Institution received two cheques, one from the funeral directors and an additional cheque of £70 from Mrs Hayes making a total of £267.

ABBAY Caravan Owners Club raised cash for the RNLI during 5-6 May – the cheque for £816.07 was presented to the **Atherstone and District** branch.

BRYAN Martyn of **Ilminster** branch was presented with a cheque at the branch's AGM in April. The cheque for a massive £22,370 was raised by the Thrift shop in Ilminster, along with donations and various fundraising events.

ANOTHER successful fundraising year was had by **Kensington** branch – the total for

which was £17,226. Flag week brought in £7,720 and the annual Summer fair, featuring local fire-fighter (also Dover lifeboat crew member) with fire engine, raised £2,485.

FOR the past ten years, Archway Insurance Services have sponsored drinks and gifts to the members and guests tournament, held each June at the St Pierre Golf and Country Club near Chepstow. The sponsors donated a gas barbecue as this year's RNLI raffle prize – the profit was £326, bringing the total raised over the years to £2,750.

RETRO rock-and-rollers, Showaddywaddy, performed outside the local lifeboat station during Newbiggin town fair on 4 August. The total raised for Institution funds was £1600 with members of **Newbiggin** ladies guild selling some 2000 hamburgers and hot dogs!

CREW members from **Barry Dock** lifeboat helped swell the Barry ladies lifeboat guild flag day and house to house by £820. Many pubs were visited during the week and doors knocked by the gallant crews. VISITORS to a midsummer ball held at Raglan Castle, were greeted by a piper on the ramparts. The evening, organised by **Monmouth** and **Abergavenny** branches was held on 21 June and raised £12,000 for the Penarth appeal.

£ The Fundraisers £

Concerts and 'copters

On the 2 May at the West County Hotel, County Clare, some 1,000 people rose to their feet in applause at the end of an RNLI concert organised by Joe Queally and Oliver O'Connell. A huge array acts, including international stars Ralph McTell and Phil Coulter provided a night to remember which included a high standard of music, spoken arts, dance and comedy.

Along with Joe and Oliver, the others involved in the organisation of the show were delighted with the results. Sponsorship for the show came from local radio and press, as well as national radio, carrying full details. Tom McSweeney, RTE Television correspondent in Cork, prepared a video for all to learn about the work of the Institution.

Phil Coulter and Ralph McTell, also appeared at an RNLI function in Kenmare on the 4 May, and were flown to the Park Hotel by Shannon-based rescue helicopter, Rescue 115. In the midst of publicity, the VHF radio brought news of a vessel in trouble, so the visitors were transferred to the Fenit lifeboat and Rescue 115 assisted the lifeboat in saving the vessel. Coxswain Seanie Murphy treated the guests to a tour of Cathedral Cave before Rescue 115 took them and their entourage to Kenmare where they provided further entertainment for dinner guests.



Phil Coulter and Ralph Mc Tell share a joke with Paddy Gallagher, honorary secretary of Valentia lifeboat station.

Thanks to Mr Blogg

The work of the RNLI was put into perspective on 14 June at a film and presentation evening organised by the Sutton, Cheam and Worcester Park branch.

Presentations of Silver badges were made by Sue Clifton, area organiser for Greater London, to Edward and Heather Trevor, branch president and vice-president, for the years of hard work they have put in.

An impromptu rescue account by a member of the audience, Mr Clive Sinton, told of how in 1943 he was forced to ditch his bomber in the North Sea after returning from a bombing raid on an ammunitions factory. He and his crew had lost their liferafts and were forced to swim for two and a half hours before hearing the sound of an approaching boat, which turned out to be the Cromer lifeboat with Coxswain Henry Blogg at the wheel. Mr Sinton described being hauled aboard by a 'hand like a shovel' - belonging to the great man himself and thanked the RNLI for allowing him to still be alive to tell the tale.

Due to space restrictions, not all submissions received for the Autumn issue fundraisers pages are featured and may appear in the Winter issue. The closing date for fundraising items for the Winter 1996/97 issue is 1 November 1996

Rice Krispie cash!

Pupils of Mrs Blair's class at Ballykeel primary school in County Antrim have been working overtime to raise funds for the RNLI. The children made Rice Krispie buns in class and sold them for 10p each - some of the children even went into school early and left late to bake more supplies.

On 21 May 1996 the class visited Portrush lifeboat station and spoke to station honorary secretary, John Scott who took them on a tour. After seeing both of the station's lifeboats the children agreed it had been an interesting day and presented a cheque for £44.10, the money raised from the bun sales, to Mr Scott who gratefully received it on behalf of the Institution.

Lifeboat gala

The sun shone on the crowd of approximately 8,000 visitors to the Anstruther lifeboat gala on 13 July 1996. The day started with a parade of floats and fancy dress around the harbour headed by the Kirkcaldy and district pipe band. Visitors had a choice of stands and static displays to see including those represented by HM Coastguard, Army, Navy, Air Force, Royal Marine Careers and the Fire Service - plus all the usual stalls such as burgers, tea and coffee and home baking.

The first display was a mock attack by the 45 commando group of HM Condon, followed by the annual raft race, in which entrants had to assemble their rafts only using planks of

wood, beer barrels and rope.

Kinghorn inshore lifeboat paid a visit during the day but unfortunately, adverse weather in the West of Scotland prevented the Sea King helicopter from HMS Gannet attending - but the lifeboat, *The Kingdom of Fife* and HM Coastguard gave a rescue display.

In brief

A BUSY Summer weekend for **Chelmsford** branch started with a barbecue on 12 July, raising £101. The following day, members manned a souvenir stand at Writtle village fete, raising a further £219. A thanksgiving service was enjoyed on 'Sea Sunday' at All Saints Church in Springfield, and at the branch's committee meeting on 17 July, members heard that their runner in the London marathon, Chris Turner, had raised the sum of £456 for RNLI funds.

MEMBERS of **Appledore** guild recently celebrated the guild's 65th anniversary with an evening of New Orleans flavoured food and jazz, raising £530. Earlier events during the year, including the annual supper which raised £1205, indicate that the guild is set to have a record year of raising funds.

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Central fundraising update



Global Challenge Round The World Race – Start date was the 29th September, and Jack Goldie from Largs is the first RNLI crew member in *Toshiba Wave Warrior*. Sponsorship forms are coming in already and further copies are provided with this

issue. Don't wait until the end of the race, please send them in now with your donations, so that we can make sure we can reach the aim of the programme and fund the lifeboat. Further details are in the News section.

Volvo – The third lifeboat funded by the Volvo car lotteries was named at Great Yarmouth and Gorleston by Princess Alexandra in July. Volunteers, and Volvo dealers, will be pleased to hear that their efforts over the years in raising over £4m, were recognised at the National Fundraiser's Convention in Birmingham by the Gold award in the Corporate and Trusts section of the Professional Fundraising Awards.

Southampton Boat Show – For the first time this year we had our own Corporate stand, together with the Royal Bank of Scotland and Cardforce, who were promoting the credit card. We were selling balloons, postcards and model yachts in aid of the Toshiba

sponsorship programme, together with model Tyne lifeboats for the Scout promotion. All our other current offers were also on display, which we would welcome you joining, and which all raise funds. These include motoring, buildings and contents, and marine insurance, the Travel Club, photographic service and hospital and health care. Finally the Small Share scheme continues to bring in a continuing and valuable stream of certificates, and a number of new commemorative stamp covers have recently been produced by Stamp searchers to mark naming ceremonies and other events. If you need further details on any of these offers please ring.

Clubbing together

One of the highlights of the year for Copt Heath Golf Club at Solihull, West Midlands is the Am-Am tournament – an occasion for keenly competitive golf and the raising of funds for charities. The funds raised are divided between two charities – one selected by the sponsor, Patrick Solihull Ltd., and the other by the club captain.

The sponsor nominated Muscular Dystrophy for this year's tournament which was played on 19 May, and the captain, John Graham, chose the RNLI.

With the RNLI flag flying and the Atlantic 21 lifeboat, *Wildernrath Wizzer* moored at the 18th green, some exciting golf was played by 140 members and the competition was won with a score of 90 points by Eric Fyfe, Alan Hepburn, Stuart Hepburn and David Wilson.

After the game members and guests sat down to supper in the club house. A tombola and a 'promises auction' made further additions to the day's fundraising, and at the end of the meal, John Graham presented cheques each for £3,750 to Robert Woodridge, chairman of RNLI Knowle and Dorridge branch and to John Murray of Patrick Solihull Ltd.

Ferndown thanks

The Ferndown and district branch met at St. Mary's mews retirement flats in Ferndown in the presence of RNLI director, Lt Cdr Brian Miles who presented silver badges to Betty and Ronnie Spurr and bronze statuette to Ken Vivian for their service to the RNLI. The proceedings also celebrated the help and generosity of the residents of the flats who have helped the RNLI to raise over £4000.

Middlesex show

In June eight branches from Greater London and Eastern region joined forces to raise funds at the Middlesex show.

Martin Baker Aircraft Company Limited kindly sponsored the cost of bringing an Atlantic 75 to the show where the RNLI had a large marquee donated by the show organisers. Visitors were able to see demonstrations, buy souvenirs and Volvo tickets or join in a number of games – bringing in over £3,000 for lifeboat funds.

Lord launch



Lord Lichfield cracks the champagne bottle to launch a week of RNLI fundraising events at the Red Lion public house in Great Haywood near Stafford.

Each night saw a different event, ranging from a quiz night to music by a Bavarian style 'Oompah' band giving local residents and pub regulars ample opportunity to spend their money in a good cause.

With the souvenir stall and a display D class lifeboat outside the pub that had been decorated as a sailing boat, members of the Stafford with Rugeley branch raised in excess of £400 toward branch funds.

In memoriam

RNLI Eastern regional headquarters have recently received cheques for the Beaconsfield fundraising branch as 'in memoriam' donations for two branch members.

Mrs Jean Marsden had been chairman of the branch for several years until the branch was reformed five years ago – she was tragically killed in a car accident and a donation of £588 has been received.

Another of donation of £1,300 has been received from the family and friends of Mr T. C. Orford, also a long-standing supporter of the Beaconsfield Branch, an uncle of Richard Orford, the present branch chairman.

Garden safari

The people of Acol Village in Kent, the area covered by RNLI Birchington and district branch, hosted a 'Garden Safari' on 22 and 23 June 1996 raising a magnificent sum of over £2,000 for the Institution.

Each of the 12 gardens had a focal point – a flower festival entitled 'The Sea' was staged in the little village church of St Mildreds where branch members served ploughman's lunches in the village hall. The occasion was blessed with good weather and all who attended enjoyed the friendly and happy atmosphere.

Guild golf day

Hoylake ladies lifeboat guild organised a 'four ball better ball stableford' golfing competition at Caldys Golf Club on 9 May. Prizes on the day were donated by generous supporters and £1,670 was raised for lifeboat coffers.

The winners were Mr and Mrs Coburn and Mr and Mrs Ryan.

Awards to coxswains, crew members and shore helpers 1995

The following coxswains, crew members and shore helpers were awarded certificates of service on their retirement. Those entitled to them under the Institution's regulations were also awarded an annuity, gratuity or pension. Service in inshore lifeboats is denoted by an asterisk.

- Aberdeen:** D S Bennett (Crew Member 9.5 years, Crew Member* 17.5 years); J D Ferguson (Crew Member 2.5 years, Crew Member* 15 years)
- Aldeburgh:** A M Ralph (Assistant Mechanic 1.5 years, Crew Member 16.5 years, Crew Member* 12.5 years, Shore Helper 7 years)
- Arbroath:** D Cargill MBE (Mechanic 21.5 years, Crew Member 1.5 years)
- Bangor:** B J Meharg* (Crew Member 16 years); J V Mullan* (Crew Member 21.5 years)
- Barmouth:** R J Chamberlain (Crew Member 6.5 years, Crew Member* 9.5 years); L B Irvine (Crew Member 8.5 years, Crew Member* 13 years); H G Roberts (Crew Member 5 years, Crew Member* 14.5 years)
- Beaumaris:** J L Kopyto (Crew Member 4.5 years, Crew Member* 10 years); R G Zalot (Crew Member 22.5 years, Crew Member* 21.5 years)
- Bembridge:** J T Day (Crew Member 10 years, Crew Member* 6 years)
- Blyth:** D K Taylor (Crew Member 13.5 years, Assistant Mechanic 6.5 years, Crew Member* 12.5 years)
- Borth:** R C Galliford* (Crew Member 17.5 years)
- Bridlington:** H T Wood (Crew Member 14.5 years, Crew Member* 9 years, Head Launcher 15.5 years, Tractor Driver Helper 9 years)
- Burry Port:** R M Gower* (Crew Member 19.5 years)
- Calshot:** M S Davis (Crew Member 16 years)
- Cardigan:** S Goulding* (Crew Member 10 years); M James* (Crew Member 10.5 years)
- Clacton:** L J Bolingbroke (Crew Member 16.5 years, Crew Member* 12.5 years, B class Helmsman)
- Clogher Head:** T Maguire (Head Launcher 8 years, Crew Member 10 years, Shore Helper 6 years)
- Cromer:** E C Luckin (Tractor Driver/Tractor Maintenance Mechanic 7.5 years, Winchman 31 years, Crew Member* 12 years)
- Donaghadee:** W G McConnell (Coxswain 4 years, Second Coxswain 5.5 years, Crew Member 3 years)
- Eastbourne:** G Andrews (Crew Member* 4 years, Shore Helper 16.5 years); T Colbran (Crew Member 10.5 years, Crew Member* 9 years, Shore Helper 6 months)
- Exmouth:** S D Baker (Crew Member 11 years, Crew Member* 17.5 years)
- Eyemouth:** R Aitchison (Crew Member 5 years, Crew Member* St Bees 16 years)
- Filey:** J Whitehead (Assistant Mechanic 3.5 years, Crew Member 7.5 years, Crew Member* 8 years)
- Flamborough:** L Robson MBE (Coxswain/Mechanic 6 years, Second Coxswain/Mechanic 2.5 years, Mechanic 3 years, Assistant Mechanic 5 years, Crew Member 7 years, Crew Member* 2 years, B class Helmsman)
- Great Yarmouth & Gorleston:** D A Griffen (Crew Member 10 years, Crew Member* 10 years); M V Skipper (Crew Member 12 years, Crew Member* 13.5 years)
- Happisburgh:** R R Hemp* (Crew Member 28.5 years)
- Hartlepool:** R Latcham (Crew Member 17 years, Crew Member* 12.5 years); J S Stoddart (Second Coxswain 2 years, Crew Member 13 years, Crew Member* 12 years)
- Hayling Island:** F S Dunster (Helmsman 21.5 years)
- Hoyleake:** E Eccles (Tractor Driver 32 years, Crew Member 11 years); T D Lydiate (Crew Member 39 years)
- Ilfracombe:** C Welford (Crew Member 10.5 years)
- Largs:** B S Andrews* (Crew Member 21.5 years); A M Hill (Posthumous)* (Crew Member 15 years, Silver Medal 1983)
- Larne:** I S Murdock (Crew Member* 1 year, Crew Member Portrush 12.5 years)
- Leurick:** R W Wiseman (Crew Member 10 years)
- Lyme Regis:** C Bagnall* (Crew Member 7.5 years, Shore Helper 5 years)
- Lytham St Annes:** T West MBE (Second Coxswain/Mechanic 7 years, Mechanic 9 years)
- Minehead:** C D James* (Crew Member 16 years, Shore Helper 17 years)
- Moelfre:** W O Rowlands (Crew Member 39 years, Crew Member* 13.5 years)
- Montrose:** R C Cobb (Crew Member 10 years, Crew Member* 7 months)
- Mudford:** J W Sutton* (Crew Member 18 years); D A Sweetman* (Crew Member 20 years)
- New Brighton:** B M Aves (Shore Helper* 20.5 years); F L Brereton* (Crew Member* 12.5 years), Shore Helper 8 years); A G J Clare* (Crew Member 21 years); A J Jones* (Crew Member 13 years, Shore Helper 3.5 years)
- New Quay:** D O Davies (Crew Member 24 years, Winchman 12 years); R G Davies (Crew Member 19 years, Shore Helper 13.5 years)
- Newhaven:** A T Boyle (Second Coxswain 20 years, Crew Member 2 years); D Payne (Crew Member 32 years, Shore Helper 3.5 years)
- Newquay:** N J Edwards* (Crew Member 12 years); G A Northey* (Crew Member 10.5 years)
- North Sunderland:** R D Pearson (Crew Member 19 years, Crew Member* 16.5 years); C G Teago (Crew Member 11.5 years, Crew Member* 11.5 years, Assistant Tractor Driver 5 years)
- Plymouth:** A C Roberts (Crew Member 16.5 years)
- Portaferry:** W Ellison* (Crew Member 15 years); T J H Mason* (Crew Member 15 years)
- Porthcawl:** S J Hughes* (Crew Member 24 years)
- Portpatrick:** D Alexander (Crew Member 11.5 years)
- Portrush:** L T Craig (Crew Member 20.5 years); M T Murdock (Deputy Second Coxswain 6 months, Shore Second Coxswain 6 years, Crew Member 5.5 years)
- Ramsgate:** D Aves (Crew Member 25 years); M J Pett (Crew Member 26 years, Crew Member* 18 years); N B Stephens (Crew Member 37 years, Crew Member* 13 years)
- Salcombe:** S Turns (Second Coxswain 6.5 years, Crew Member 7 years)
- Selsey:** J Hutchinson (Shore Helper 22 years)
- Sheerness:** C Nicholson (Crew Member 12 years)
- Southwold:** E Lees* (Crew Member 14 years)
- St Abbs:** A Crowe* (Crew Member 29.5 years, ILB Maintenance Mechanic 8.5 years)
- St Agnes:** P D Bliss* (Crew Member 27.5 years, Silver Medal 1977)
- St Helier:** R J Vezier (Coxswain 4.5 years, Second Coxswain 1 year, Deputy Second Coxswain 2 years, Crew Member 4 years)
- Sunderland:** G A Clark (Crew Member 7.5 years, Acting Assistant Mechanic 1 year, Head Launcher 8 years, Shore Helper 5.5 years)
- Teesmouth:** A Jamieson (Assistant Mechanic 3.5 years, Crew Member 21 years)
- Tenby:** W R James (Crew Member 25 years, Crew Member* 22 years)
- Thurso:** N Urquhart (Crew Member 10.5 years)
- Trearddur Bay:** R T Browne* (Crew Member 17 years)
- Troon:** W G Arnold (Second Coxswain/Assistant Mechanic 4.5 years, Second Coxswain 6 months, Crew Member 5 years)
- Tynemouth:** J E H Griffiths (Crew Member 17 years, Crew Member* 10 years)
- West Mersea:** T O Smith* (Crew Member 12.5 years, B class Helmsman)
- Whitstable:** P F Kemp* (Crew Member 19.5 years, Shore Helper 12 years); D A Lambertson* (Crew Member 19.5 years, Shore Helper 4 years)
- Wicklow:** J Quinn (Crew Member 29 years)

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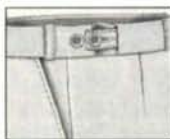
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around and about the RNLI

Listen very carefully. . . as Rene draws the lottery

Gorden Kaye who stars as Rene in television's 'Allo 'Allo, drew the winning tickets of the 74th lifeboat lottery at Poole on 31 July 1996.

Brian Miles, RNLI director and Anthony Oliver, deputy head of fundraising and marketing were at hand to help Gorden spin the giant lottery drum containing some 100,000 ticket stubs. The draw raised over £114,000.

The cash prize winners were:-

£2,000 Mr I H Stark, Broughty Ferry, Dundee
£1,000 Mr and Mrs K Headley, Orpington, Kent
£750 Mrs E Bagshaw, Orpington, Kent; Father H A

Taafe, Birmingham
£500 Mr J H Seed, Usk, Gwent
£250 Mr L Beetham, Lytham St Annes, Lancs
£100 Mr A McKirdy, Rothesay, Isle of Bute; Mr and Mrs R Hall, Holsworthy, Devon; Mr and Mrs J A Walton, Horsham, West Sussex; Mrs J M L Bryant, Timsbury, Bath; Mr G Langford, Kingsbridge, Devon
£50 Mr H D Spottiswoode, Banbury, Oxon; Ms B Baxendale, Bolton, Lancs; Mr M Clymo, Camborne, Cornwall; Miss A Beswick, Flore, Northampton; Major and Mrs M Forrester, Ashford, Kent.



Gorden Kaye, assisted by Anthony Oliver, delves deep for the winners amongst some 100,000 tickets stubs

A unique get together

Two famous ex-lifeboats and four serving and former coxswains met up in Salcombe during the Devon Haven's first marine festival in June.

The station's former Watson class lifeboat, *The Baltic Exchange*, now called *Baltic Air* made her first visit to the town since being sold. She moored alongside another famous Watson, *Mabel Holland*, in which David Scott Cowper achieved two circumnavigations and became the first small craft to negotiate the North West Passage. She is now owned by Arthur Curnow who was coxswain of Torbay's Arun class lifeboat, *Edward Bridges*.

With Arthur was Frank Smith, mechanic and later coxswain of the original *The Baltic Exchange* and serving coxswain of Salcombe's present lifeboat, *The Baltic Exchange II*. Joining them were Edward Hannaford, the station's former second coxswain mechanic and former coxswain, Brian Cater.

Arthur was coxswain of the *Edward Bridges* when she went to the aid of the capsized *The Baltic Exchange* off Start Point during a service in gale force conditions in 1983. Brian and Frank were among the seven crew who survived the ordeal, which badly damaged the lifeboat, disabled communications, immersed six of the crew in the wheelhouse and swept one overboard – the lifeboat righted and the crew member was recovered.



Famous coxswains, serving and retired: Arthur Curnow, Frank Smith, Edward Hannaford and Brian Cater – with retired lifeboats *Baltic Air* and *Mabel Holland*.

Photo: Jeremy Greenaway

Birthday Honours

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

MBE:

Peter Bisson. Coxswain at St Peter Port lifeboat station since January 1986. Peter first joined the crew in October 1980 and was appointed second coxswain in June 1984.

Miss Irene Davies. President of South Caernarfonshire ladies lifeboat guild since 1990. Miss Davies first joined the branch in 1945 and was appointed a life-governor in 1995.

James Mitchell. Former coxswain of Kirkwall lifeboat station. James first joined the crew in January 1977 and served in many posts until his appointment to coxswain in October 1988. Since his retirement in January 1996 he has been deputy launching authority for the station.

Other awards of interest, for achievements not directly connected with

the Institution's work, have been made to:

Knight Bachelor:

Alderman John Chalstrey. The right Honourable The Lord Mayor of London for services to the City of London (ex-officio member of the committee of management) CBE:

Major General Michael Walsh. For services to the voluntary sector (member of the committee of management) MBE:

Captain Alec Auld. Trustee, Peterhead Harbour Board for services to the fishing industry (former assistant mechanic and station honorary secretary for Peterhead lifeboat station)

Ronald Wilson. For services to the community in Yorkshire (chairman of the Filey lifeboat station branch)

PEOPLE AND PLACES

around and about the RNLI continued from page 37

Window of faith



Falmouth Methodist Church has a close affinity with the local branch of the RNLI, having members serving in different capacities. The

church members are also very proud of the stained glass lifeboat window which was installed during the reconstruction of the church in 1956 after war damage.

It was therefore in August last year that the Falmouth lifeboat coxswain, crew and several local branch members attended morning service on the occasion of Harvest of the sea. During this service, the preacher, Pastor Harold Stevens presented a photograph of the lifeboat window to Coxswain Alan Barnes on behalf of the Church Council.

The photograph which is inscribed 'Window installed in Falmouth Methodist Church 1956 - Presented to local branch RNLI by the Church Council', can now be seen hanging in the lifeboat station.

Obituaries

With deep regret we record the following deaths:

May 1996

Lord Margadale, president of the Isle of Islay station branch since 1934. He was awarded the council record of thanks in 1955 and gold badge in 1994.

Cyril Sidney Williams, former coxswain/mechanic of the Walmer lifeboat. Cyril was appointed assistant mechanic of the Walmer lifeboat in 1970 and became second coxswain/mechanic in 1974. He was appointed coxswain/mechanic in 1982, a position he held for some six years.

Mrs Sarah Hamley, honorary treasurer of the Back of The Wight branch since 1991. Sarah has been a member of the branch since 1989.

Colin Stewart, chairman of the Harlow and District branch. He was a member of the committee since 1971 and had been chairman since 1978.

Freddie Bell-Scott MBE, president of the Birmingham branch. Freddie joined the branch in 1957 and was involved with the appeal for the lifeboat, *City of Birmingham*

which was launched in 1970. He was chairman from 1974 to 1978, president 1978 to 1988 and was awarded a gold badge in 1980.

June 1996

Mrs Georgina Keen, a vice-president of the committee of management. Mrs Keen was elected to the committee of management in 1975 and was appointed a vice-president in 1987. Mrs Keen was a member of the fundraising committee from 1971 to 1992 and the establishment committee from 1979 to 1988.

Mrs Barbara Favell, president of the Sennen lifeboat guild since 1976.

George Treasure, founder treasurer of the Loughborough and district branch since 1976. George remained treasurer for 20 years and was awarded the silver badge in 1994.

Cdr John C Mansell RN RTD, life president of Newbury branch until his death. He joined the branch in 1969 and served as box secretary, souvenir secretary, vice chairman and chairman and was awarded the silver badge 1983.

Chatham Visit



On the 25 May 1996 a group from Flamborough, East Yorkshire, travelled to the Historical Dockyard, at Chatham to view the lifeboat collection.

The old Flamborough station lifeboat, the 37ft Oakley class ON972 *The Will and Fanny Kirby*, is one of the fifteen lifeboats on display at Chatham - an invitation was issued by the RNLI to anyone connected with the old boat to attend the opening day.

The group included Bob Major, former coxswain; Robert Major, former second coxswain; Robin Sunley, former assistant mechanic; Robert Hall, former head launcher and two former crew members, David Freeman and Martin Traves.

All were suitably impressed with the condition of *The Will and Fanny Kirby* and praised the volunteer group at Chatham for the work put in to bringing the lifeboat back to her former glory.

Two other lifeboats seen at Chatham with Flamborough connections were ON942 *J G Graves of Sheffield* and ON 927 *Grace Darling* - the former carrying out beach trials at the station during November 1979 and the latter seeing relief duty at Flamborough during the late 1960's.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Walton and Frinton - Tyne class 47-036 (ON 1154)

Kenneth Thelwall II on 15 May 1996

Portree - Trent class 14-16 (ON 1214) *Stanley Watson Barker* on 7 June 1996

Exmouth - Trent class 14-12 (ON 1210) *Forward Birmingham* on 6 July 1996

INSHORE
Relief - B724 *Rotarian Dennis Cullen* on 14 May 1996

Penarth - B725 *Spirit of Penarth* on 15 May 1996

Trearddur Bay - B540 *Wolverhampton* on 15 May 1996

Larne - D499 *Jean and Paul* on 8 June 1996

Lough Swilly - D502 *Inis-Eoghian* on 10 June 1996

Red Bay - B527 *Percy Garon* on 10 June 1996 (temporary station duty)

Blackpool - B718 *Rotoract I* on 26 June 1996

Mablethorpe - D506 *Patrick Rex Moren* on 9 July 1996

Fishguard - D505 *Arthur Bygraves* on 24 July 1996

Fowey - D483 *C John Morris* on 2 August 1996 (temporary station duty)



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for the Bond, some of us "early birds" took the risk and have never regretted it.

Since the first of many holidays in the Lake District we have been to the Algarve, Austria, Lanzarote, Brittany and Tenerife, and in Britain, to Norfolk, Cornwall,

Wales, Scotland and now the Cotswolds - a total of 28 holidays so far!

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we want to go and when, and book the accommodation early. Then we can enjoy the wait; the anticipation. And we know that the apartment or villa will be just super. The leisure facilities are usually out-of-this-world. Huge heated pools, saunas, tennis courts, snooker. Sheer luxury really. The children love the adventure playgrounds. So far we've been to Florida, St Brides Castle in Wales, the Dordogne and we are planning to go to Javea on the Costa Blanca. Every one a winner! Our parents are keen too, so for us the Holiday Property Bond is a real family affair."

Katherine and Steve West from Wiltshire with their daughters Amanda, Angela and Kelly.



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* 01 Mar 1991-01 Apr 1996 BLDG SCTY 2500 Plus Index. Source: Micropal

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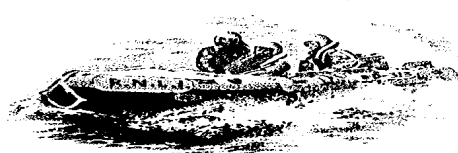
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Lifeboat Services

March, April and May 1996



- Aberdeen**, Grampian
54ft Arun ON 1050: Mar 19 and May 24
- Aberdovey**, Gwynedd
Relief Atlantic 21: Apr 8, May 26 and 31
- Abersoch**, Gwynedd
Atlantic 21: May 26 and 31
- Aberystwyth**, Cardiganshire
Relief Atlantic 75: Mar 13 and 24
- Aldeburgh**, Suffolk
12m Mersey ON 1193: Mar 14, Apr 15 and 29
Relief D class: Apr 25
D Class: May 29
- Alderney**, Channel Islands
Relief 14m Trent ON 1213: Mar 3 and 24
14m Trent ON 1199: May 23 and 25
- Angle**, Pembrokeshire
47ft Tyne ON 1114: Mar 24, Apr 19 and May 19
Relief D class: Apr 19, 23, May 19 (twice)
- Anstruther**, Fife
12m Mersey ON 1174: Apr 15, May 12 and 27
- Appledore**, North Devon
47ft Tyne ON 1094: Mar 19, 28 and Apr 10
Relief 47ft Tyne ON 1142: May 1, 19 and 31
Atlantic 21: Apr 4, May 2, 19, 25, 29 and 30
- Aran Islands**, Co Galway
52ft Arun ON 1118: Mar 1, 4, 22, 28, Apr 8, 18, 25, 26, May 6, 11, 28, and 29 (twice)
- Arbroath**, Tayside
Relief 12m Mersey ON 1124: May 30
- Arklow**, Co Wicklow
44ft Waveney ON 1029: May 3 and 12
- Arran (Lamlash)**, Strathclyde
C class: Mar 6, 24 and May 27
- Arranmore**, Co Donegal
47ft Tyne ON 1111: Mar 16, Apr 9, 16 and May 11
- Atlantic College**, Vale of Glamorgan
Relief Atlantic 21: May 16
- Ballycotton**, Co Cork
52ft Arun ON 1067: Mar 2, Apr 3, 7, 30, May 25, 30 and 31
- Ballyglass**, Co Mayo
52ft Arun ON 1159: Mar 3
- Baltimore**, Co Cork
47ft Tyne ON 1137: Apr 1, May 17 and 24
- Bangor**, Co Down
Atlantic 21: Apr 29 and May 5
- Barmouth**, Gwynedd
Relief 12m Mersey ON 1192: Apr 8 and 15
D class: Apr 5, 8, May 19, 25 and 27
- Barra Island**, Western Isles
52ft Arun ON 1143: Mar 1, 6, Apr 4 (twice), 5 (twice), 10, 17 and May 5
- Barrow**, Cumbria
47ft Tyne ON 1117: Apr 18 and May 31 (twice)
- Barry Dock**, Vale of Glamorgan
52ft Arun ON 1018: Apr 7, 17, May 5, 17, 18 and 23 (twice)
- Beaumaris**, Anglesey
Atlantic 21: Mar 3, 5, Apr 3, 5 (twice), 8, 15, 21 and 26
Relief Atlantic 21: May 27 and 30
- Bembridge**, Isle of Wight
47ft Tyne ON 1126: Mar 16, 17 (twice), Apr 24, May 2, 6, 19, 25, 26 (twice) and 29
D class: Apr 9 and May 2
- Berwick-upon-Tweed**, Northumberland
12m Mersey ON 1191: Apr 10 and May 20
D class: Apr 10 and May 18
- Blackpool**, Lancashire
D class: Mar 7, 8, 9, 10 and 18 (twice)
Relief D class: Mar 7, 8, 9, 10 and 18
- Blyth**, Northumberland
14m Trent ON 1204: Mar 31, Apr 10 and May 27
D class: May 25
- Borth**, Cardiganshire
D class: May 5 and 25 (twice)
- Bridlington**, Humberside
12m Mersey ON 1169: May 30
D class: Apr 21 (twice), May 29
- Brighton**, East Sussex
Atlantic 21: Mar 17, Apr 27, 30, May 1, 3, 4, 12 (twice) and 25
- Broughty Ferry (Dundee)**, Tayside
52ft Arun ON 1056: Apr 8, May 1 and 9
D class: Apr 8, 18 (twice), 24, May 9, 13 and 21
- Buckie**, Grampian
52ft Arun ON 1093: Apr 26, 29, May 16, 19 and 28
- Bude**, Cornwall
D Class: Apr 7, May 5 and 30
- Bundoran**, Co Mayo
Atlantic 75: Mar 3 (twice) and 5
- Burry Port**, Carmarthenshire
D class: Apr 2 and 9
Relief D class: May 27
- Caishot**, Hampshire
33ft Brede ON 1104: Mar 17, 30, Apr 4, 17 and 18
Relief 33ft Brede ON 1090: May 19 and 30
- Campbeltown**, Strathclyde
Relief 52ft Arun ON 1071: Mar 3, 24 and Apr 3
- Cardigan**, Cardiganshire
C class: Mar 8, 9, 17 and Apr 10
Relief C class: May 19 (twice), 28 and 30
- Clacton-on-Sea**, Essex
Atlantic 21: Mar 31, Apr 5, 29 and May 6 (twice)
D class: Apr 6
- Cleethorpes**, Humberside
D class: Apr 27 and 30
- Clifden**, Co Galway
C class: Mar 27
- Clogher Head**, Co Louth
12m Mersey ON 1190: Apr 17
- Conwy**, Conwy
D class: Mar 24 (twice)
- Craster**, Northumberland
D class: Apr 8
- Criccieth**, Gwynedd
Atlantic 75: Mar 8, Apr 12, 15, May 11 and 14
- Cromer**, Norfolk
47ft Tyne ON 1097: Apr 1 and 23
D class: Apr 2 and May 2
- Cullercoats**, Tyne and Wear
Atlantic 21: Mar 3, 7 and 31
- Donaghadee**, Co Down
52ft Arun ON 1107: Apr 26 and 27
Relief 52ft Arun ON 1071: May 6
- Dover**, Kent
50ft Thames ON 1031: May 6 and 12
- Dun Laoghaire**, Dublin
14m Trent ON 1200: Apr 7 and May 7
Relief 14m Trent ON 1213: May 25
D class: Mar 29 and May 26
- Dungeness**, Kent
12m Mersey ON 1186: Apr 2, 5, 6 and May 2
- Dunmore East**, Co Waterford
44ft Waveney ON 1035: Mar 3, 4, 5, 6, 12, 16 and Apr 7
- Eastbourne**, East Sussex
12m Mersey ON 1195: Mar 1, 17 (three times), 24, 28, Apr 4, 5, 14, 15, 21, 23, 24, 26, May 1, 21, 23, 26 (three times), 27 and 28
D class: Mar 28 (twice), 29, Apr 18, 23, May 1 and 26
- Exmouth**, South Devon
44ft Waveney ON 1045: Mar 2, 10, 17 (twice), May 2, 19 and 22
D class: Mar 2, 17, Apr 4 (twice), 30, May 7, 16, 27 and 30
- Eyemouth**, Borders
14m Trent ON 1209: May 11
- Falmouth**, Cornwall
52ft Arun ON 1058: Mar 13, 28, Apr 1, 3, 21 and May 17
Atlantic 21: Apr 10
- Fenit**, Co Kerry
Relief 52ft Arun ON 1150: Mar 24
52ft Arun ON 1081: May 3, 8, 12, 13, 28, 29 and 31
- Filey**, North Yorkshire
12m Mersey ON 1170: Apr 21 and May 15
D class: Apr 21 and 24
- Fishguard**, Pembrokeshire
14m Trent ON 1198: Mar 8 and Apr 5
Relief 52ft Arun ON 1150: Apr 19, May 28 (twice) and 31
Relief D class: May 28 and 31
- Flamborough**, Humberside
Atlantic 75: Mar 22, Apr 21, 28, May 4, 5, 7, 8, 18, 26 and 29 (twice)
- Fleetwood**, Lancashire
47ft Tyne ON 1156: Mar 18 and Apr 23
- Flint**, Flintshire
D class: Mar 11
- Fowey**, Cornwall
44ft Waveney ON 1028: Apr 10 and May 20
- Fraserburgh**, Grampian
47ft Tyne ON 1109: Apr 16
- Galway**, Co Glway
Atlantic 21: Apr 22
Relief Atlantic 21: Apr 25 and May 23
- Girvan**, Strathclyde
12m Mersey ON 1196: Mar 18, Apr 9, 14, May 14, 26 and 27
- Great Yarmouth and Gorleston**, Norfolk
14m Trent ON 1208: Mar 4 and Apr 1
Atlantic 21: Mar 15, 16, 18, Apr 7 and 12
- Hartlepool**, Cleveland
44ft Waveney ON 1044: Mar 26, 31, Apr 11 and May 31
Atlantic 21: Mar 31, Apr 7 and 11
- Harwich**, Essex
44ft Waveney ON 1060: Mar 6, 14, 15, May 4, 5, 11, 22 (three times) and 26
Relief Atlantic 21: Mar 6, Apr 2, 5, 11, 12, May 5, 11, 16, 18, 22, 26, 27 and 31
- Hastings**, East Sussex
12m Mersey ON 1125: Mar 7, Apr 9 and 30
Relief D class: Apr 9, 10, 13 and May 14
- Hayling Island**, Hampshire
Atlantic 75: Mar 17, 22, 24 (twice), Apr 5 (three times), 17, 28, May 9, 18, 19 (three times), 26, 27 and 30
D class: Mar 22, Apr 5 (three times), 17, May 14, 15, 18, 19 (twice) and 25
- Helensburgh**, Strathclyde
Atlantic 21: Mar 25, Apr 8, 20, 21, May 5, 11, 22 and 31
- Holyhead**, Anglesey
47ft Tyne ON 1095: Mar 27, Apr 14 and May 3
Relief D class: Mar 27 and May 6
- Horton and Port Eynon**, Swansea
Relief D class: Apr 28, May 26 and 27
- Howth**, Co Dublin
52ft Arun ON 1113: Mar 8 and Apr 23
- Hoylake**, Merseyside
12m Mersey ON 1163: Mar 20
- Humbar**, Humberside
Relief 52ft Arun ON 1108: Mar 6, 28, Apr 24, May 10 (twice), 13, 19, 23, 24 and 26
- Hunstanton**, Norfolk
Atlantic 21: Mar 3, 30 and Apr 14
- ILC Cowes**, Isle of Wight
Atlantic 21: Apr 18 and May 15
Atlantic 75: Apr 17
D class: May 31
- Ilfracombe**, North Devon
12m Mersey ON 1165: May 19 and 26
D class: Mar 30, Apr 21, May 18 and 22
- Invergordon**, Highland
44ft Waveney ON 1033: Mar 17, Apr 1, 18 and 26
- Islay**, Strathclyde
50ft Thames ON 1032: Mar 4, Apr 5, 17 and 22
- Kilkeel**, Co. Down
Atlantic 21: Apr 8 and May 4
- Kilmore Quay**, Co Wexford
12m Mersey ON 1187: Mar 1
Relief 12m Mersey ON 1184: Apr 10, 20, May 4, 6 and 24
- Kilrush**, Co Clare
Atlantic 21: Mar 14, Apr 21, 23 (twice), May 13, 28 and 29
- Kinghorn**, Fife
Atlantic 75: Mar 29, 30, Apr 7, 8, 16, 23, 28 and May 20
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: Mar 24
- Kirkwall**, Orkney
52ft Arun ON 1135: Mar 6
- Kyle of Lochalsh**, Highland
Atlantic 21: Apr 20, 21, May 11 and 15
- Largs**, Strathclyde
Atlantic 21: Mar 8, 24 (three times), 26, 29, Apr 4, 11, 30, May 1, 19 (twice), 28 and 30
- Larne**, Co Antrim
Relief D class: Apr 9, May 3 and 4
- Lerwick**, Shetland
52ft Arun ON 1057: Mar 16 and 18
Relief 52ft Arun ON 1103: Mar

25 and May 5
Little & Broad Haven, Pembrokeshire
D class: Mar 30, Apr 5, May 6 and 30
Littlehampton, West Sussex
Atlantic 21: Apr 5, 7, 14 (three times), 20, 21, 30, May 6, 7, 25 and 26
The Lizard, Cornwall
47ft Tyne ON 1145: Mar 24, 27, Apr 22, May 7 and 16
Llandudno (Orme's Head), Conwy
12m Mersey ON 1164: Apr 4, 14, 26 and May 2
Relief D class: Mar 24, 28, Apr 8 and 9
D class: Apr 27, May 5 (twice), 15 and 28
Looe, Cornwall
D class: Mar 16, 17 and Apr 13
Lyme Regis, Dorset
Atlantic 21: Mar 10, Apr 21, May 14, 19, 24 and 31
Lymington, Hampshire
Atlantic 21: Apr 4 and May 26 (twice)
Lytham St Annes, Lancashire
Relief 47ft Tyne ON 1146: Apr 26
D class: Mar 21, Apr 6, 18, 26, May 5 and 21
Mablethorpe, Lincolnshire
D class: Apr 26 and May 30
Macduff, Grampian
Atlantic 21: Apr 3 and May 6
Mallaig, Highland
52ft Arun ON 1078: Mar 6, 11, 30, Apr 9, 11, 30, May 9, 11, 15, 21 and 30 (twice)
Marazion, Cornwall
D class: May 15
Margate, Kent
12m Mersey ON 1177: Mar 24, Apr 13, May 10 and 18
Relief D class: Mar 23, May 26, 30 and 31
Minehead, Somerset
Atlantic 75: Apr 5, 27, May 4 (twice) and 15
Moelfre, Anglesey
47ft Tyne ON 1116: Apr 6 and 14
Relief 47ft Tyne ON 1122: May 31
D class: Apr 3, 7, May 19 and 20
Montrose, Tayside
47ft Tyne ON 1152: Apr 26 and May 11
D class: Apr 14 and May 11
Morecambe, Lancashire
D class: Mar 19, Apr 4 and 11
Mudford, Dorset
Atlantic 21: Apr 6, 9, May 4, 5, 14, 19, 26 (twice) and 27
The Mumbles, Swansea
47ft Tyne ON 1096: Mar 10, 22, Apr 9, 17, May 3, 20 and 30
D class: Mar 4, May 3, 8, 15 and 26
New Brighton, Merseyside
Atlantic 75: Mar 15, Apr 1, 20, 23, May 8 and 26
Newcastle, Co Down
12m Mersey ON 1188: Mar 24, Apr 12, 27 and 30
D class: Apr 27 and May 29
Newhaven, East Sussex
52ft Arun ON 1106: Mar 3 (twice), Apr 11, 21 (three times), 23, May 5, 12 and 27
Newquay, Cornwall
Atlantic 75: Apr 5, 6 (twice), 7, 10, 20, May 12 and 18
D class: Mar 18, Apr 5, 6 (twice), 10 and 20
New Quay, Cardiganshire
12m Mersey ON 1172: May 25 and 27
D class: Apr 17
North Kessock, Highland
Relief D class: Mar 7, 11, 27, Apr 21, 25 and May 24
North Sunderland, Northumberland
12m Mersey ON 1173: May 7
D class: Mar 19 and May 18
Oban, Strathclyde
33ft Brede ON 1102: Mar 28 (three times) Apr 10, 18, 21, 25, 26, 27, May 8, 23 and 26
Padstow, Cornwall
Relief 47ft Tyne ON 1122: Mar 16 and May 16
Penarth, Vale of Glamorgan
Atlantic 75: May 18, 20 and 29
Relief D class: Apr 12, May 8, 18 and 30
Penlee, Cornwall
52ft Arun ON 1085: Apr 22 and May 8
Peterhead, Grampian
47ft Tyne ON 1127: Mar 6 and May 21
Plymouth, South Devon
Relief 52ft Arun ON 1160: Mar 14
Poole, Dorset
33ft Brede ON 1089: Mar 2, 24 (three times), April 3, 7, 13 (three times), 27 (twice), May 3, 7, 11, 19 (six times), 22 and 31
Atlantic 75: Mar 1, 24 (three times), Apr 3, 13, 23, 27 (twice), 28, May 3 (twice), 7, 9, 11, 12, 18, 19 (five times), 26, 30 and 31
Port Erin, Isle of Man
Atlantic 21: May 1
Portcawl, Bridgend
Relief Atlantic 21: May 8, 11, 12 and 27
Porthdinllaen, Gwynedd
47ft Tyne ON 1120: Mar 17, Apr 1, May 26 and 28
Port Isaac, Cornwall
D class: Apr 27 and May 15
Portpatrick, Dumfries and Galloway
47ft Tyne ON 1151: Mar 29, Apr 7, 30, May 16 and 23
Portree, Isle of Skye
44ft Waveney ON 1042: May 28 and 31
Portrush, Co Antrim
52ft Arun ON 1070: Mar 3 (twice) and May 12
D class: Mar 18, Apr 6, May 2, 7 and 18
Portsmouth, Hampshire
Atlantic 21: Mar 7, 20, Apr 5, 28, May 5, 7 (three times), 9, 26 (three times)
D class: Apr 4, 21 and May 7 (twice)
Port Talbot, Neath and Port Talbot
D class: May 14
Pwllheli, Gwynedd
12m Mersey ON 1168: Apr 27
D class: May 25
Queensferry, Lothian
Atlantic 21: Apr 5, 7, 22, 24, 25, 28, May 5 (five times), 6, 12, 26 (twice), 28 and 29
Ramsey, Isle of Man
12m Mersey ON 1171: Apr 27, May 7, 19 and 31
Ramsgate, Kent
14m Trent ON 1197: Apr 5, 8 and 13
Relief 47ft Tyne ON 1131: May 18, 24, 26 (three times) and 31
Atlantic 21: Mar 14 and Apr 6 (twice)
Red Bay, Co Antrim
Relief C class: Apr 6
Redcar, Cleveland
Atlantic 21: Mar 29, Apr 8 and May 19
Rhyl, Denbighshire
12m Mersey ON 1183: Apr 23
D class: Apr 26 and May 14
Rock, Cornwall
D class: Apr 16 and May 6
Rosslare Harbour, Co Wexford
52ft Arun ON 1092: Apr 7 and 21
Rye Harbour, East Sussex
Relief Atlantic 21: Mar 16, 28, Apr 9, May 7 and 10
St Abbs, Borders
Atlantic 21: Mar 26, 28, Apr 7 and May 4 (twice)
St Agnes, Cornwall
D class: May 23
St Catherine, Channel Islands
Relief Atlantic 21: Mar 9, 10 and 11
Atlantic 21: Apr 17, 22, 25, 28, May 4 (twice), 10 and 30
St Davids, Pembrokeshire
47ft Tyne ON 1139: Apr 14, May 24 and 25
St Helier, Channel Islands
47ft Tyne ON 1157: Mar 10, 11, 26, 30, Apr 14, 22 and May 4
St Ives, Cornwall
12m Mersey ON 1167: Mar 9, Apr 28 and May 18
Relief D class: Mar 20, Apr 9 and 28
St Mary's, Isles of Scilly
52ft Arun ON 1073: May 9 and 16
St Peter Port, Channel Islands
52ft Arun ON 1025: Mar 15, Apr 21, 30, May 4, 8, 16 and 19
Salcombe, South Devon
47ft Tyne ON 1130: May 12, 20 and 27
Scarborough, North Yorkshire
D class: Mar 31, Apr 15 and May 23
Selsey, West Sussex
47ft Tyne ON 1074: Apr 11, 14, 21, May 7, 8 and 26
Sennen Cove, Cornwall
D class: May 31
Sheerness, Kent
14m Trent ON 1211: Apr 2, 11 (twice), 14, 17 (twice) and 25
D class: Apr 1, May 15 and 26 (twice)
Sheringham, Norfolk
Atlantic 75: May 16 and 28
Skegness, Lincolnshire
12m Mersey ON 1166: Mar 25
Relief 12m Mersey ON 1189: Apr 9 and May 4
D class: Mar 25 and Apr 9
Relief D class: May 31 (twice)
Skerries, Co Dublin
Relief D class: May 12
Southend-on-Sea, Essex
Relief Atlantic 21: Mar 14, 17, 30 (twice), Apr 7 (twice), 8 and 17
Relief D class: Apr 7
D class: Apr 16, 17 and 18
Southwold, Suffolk
Atlantic 21: Mar 7 and May 26
Staithe and Runswick, North Yorkshire
Atlantic 21: Mar 21 and Apr 18
Stornoway (Lewis), Western Isles
52ft Arun ON 1098: Apr 8 and May 25
Stromness, Orkney
52ft Arun ON 1099: Apr 22 and May 12
Sunderland, Tyne and Wear
44ft Waveney ON 1043: Mar 23
Relief 44ft Waveney ON 1001: May 26
D class: Apr 20
Swanage, Dorset
12m Mersey ON 1182: Apr 7, May 11 (twice), 12, 26 and 27
Relief D class: Mar 10
D class: May 14, 26, 27 and 31
Teignmouth, Devon
Relief Atlantic 21: Mar 24, Apr 13, 25 and May 24
Tenby, Pembrokeshire
Relief 47ft Tyne ON 1115: Apr 8, May 27 and 31
Relief D class: Mar 19
D class: May 11 (twice) and 31
Thurso, Highland
52ft Arun ON 1149: Apr 23
Tobermory, Strathclyde
54ft Arun ON 1052: May 5, 10, 14, 15, 22 (twice), 23 and 27
Torbay, South Devon
52ft Arun ON 1076: Mar 10, 30, Apr 4, 5 (twice), 26, 28, May 5, 18 and 21
D class: Apr 21 and May 25
Trearddur Bay, Anglesey
Atlantic 21: May 16, 19, 25 and 30
D class: Mar 17, Apr 14 and May 10
Troon, Strathclyde
52ft Arun ON 1134: Mar 19, 24, 26, May 24, 25, 26 and 27
Relief 52ft Arun ON 1071: May 29 (twice) and 30
Tynemouth, Tyne and Wear
52ft Arun ON 1061: Apr 9, 17, May 6 and 27
D class: Apr 7, 17, 18 and May 6
Valentia, Co Kerry
52ft Arun ON 1082: Mar 15, 28, Apr 29, May 3, 6, 7 and 10
Walmer, Kent
Atlantic 21: May 1
D class: Apr 13
Walton and Frinton, Essex
47ft Tyne ON 1075: Mar 14
Wells, Norfolk
12m Mersey ON 1161: May 5
D class: Apr 23, May 5 and 31
West Kirby, Merseyside
D class: Mar 7, 15 (twice), 19 and 25
West Mersea, Essex
Atlantic 21: Mar 23, 24, Apr 6, 21, 28, May 1, 7, 10, 19 (three times), 25, 28, 29 and 31
Weston-super-Mare, Avon
Atlantic 21: Apr 17, May 15 and 30
Relief D class: Mar 20, May 15 and 30
Weymouth, Dorset
Relief 52ft Arun ON 1086: Mar 23, Apr 6, 10, May 10, 12, 19, 24, 26 (twice) and 29
54ft Arun ON 1049: May 19 (twice)
Atlantic 21: Apr 19, 20 and May 18
Whitby, North Yorkshire
47ft Tyne ON 1131: Mar 24, 28, 30, Apr 3 and 10
14m Trent ON 1212: Apr 18, 22, 28, May 4, 5 (twice), 13 and 14
Relief D class: Mar 24 and 28
D class: May 4, 5 (twice) and 29
Whitstable, Kent
Atlantic 21: Mar 3, Apr 21 (six times), 26, May 15 (twice), 19 (three times) and 30 (twice)
Wick, Highland
47ft Tyne ON 1121: Mar 25 and Apr 29
Wicklow, Co Wicklow
47ft Tyne ON 1153: Mar 16 and Apr 9
D class: Mar 16 and May 5
Withernsea, Humberside
D class: Apr 10, 16 and May 23
Yarmouth, Isle of Wight
52ft Arun ON 1053: Mar 9, Apr 4, May 4, 6, 14, 19, 21 and 26 (three times)
Youghal, Co Cork
Atlantic 21: May 12 and 22
Lifeboats on Passage
14m Trent ON 1212: Apr 3
14m Trent ON 1214: May 10
47ft Tyne ON 1152: Mar 4 and 7

Lifeboat Services
The services listed are those for which returns had been received at Headquarters by 24 July 1996. There may be other services for which returns had not been received.

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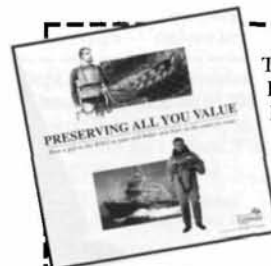
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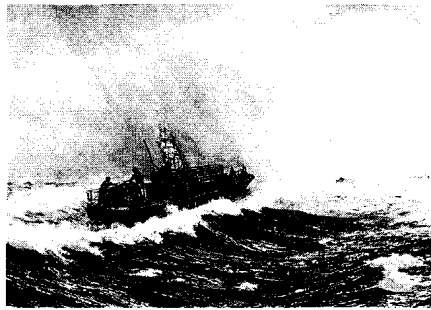
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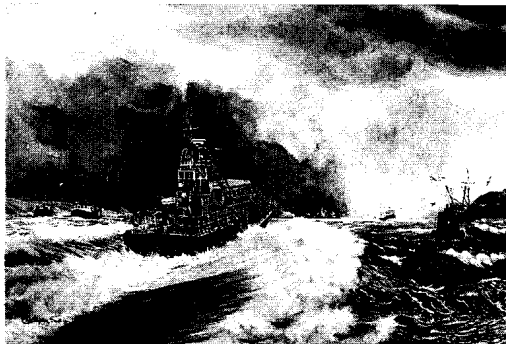


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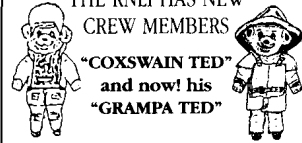
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WHAT YOU CAN DO
Is there anything you can do to stop this nightmare from

happening to you? Yes, there are several ways you could protect yourself - your rights and the different methods of protecting your savings and home are now revealed in a new guide "How to Protect Your Assets Against Nursing Home Costs".

This financial self-defence manual explains the simple procedures for preserving your savings and warns of pitfalls to avoid. It shows how you can protect your home from being sold to pay for care costs.

It also shows how you can use your legal rights to protect your life savings for yourself, your spouse or your heirs. But it is absolutely essential you make any

arrangements in good time. That's why you must consider your options TODAY - now, before it's too late.

Get all the facts. Order your copy today. **How to Protect Your Assets Against Nursing Home Costs - £9.95 post paid (coupon below)**

Arthritis

"The Complete Arthritis Handbook - a self help guide for people living with Arthritis" by Anne Charlish, is a new book that contains the latest up-to-date information on arthritis, including the newest natural and medical treatments. The handbook explains who gets arthritis - how, where and why. It goes on to report on what is available for the relief of pain, including a country doctor's research into the effects of food and diet on Arthritis.

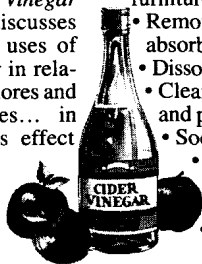
This book looks at the effect of a short fast, details of vitamins and other alternative treatments, which drugs are currently being used and which operations your doctor may suggest. Author Anne Charlish was awarded first prize in the Medical Journalists Nurofen Pain Relief Award for *The Complete Arthritis Handbook - £9.95 post paid (coupon below)*

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- Shine car chrome
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- Help prevent food poisoning
- Remove corns and calluses
- Use in the laundry - brightens colours... whitens whites... fades perspiration stains



- Fade headaches away
- Use as a disinfectant - some hospitals do
- Repair wood scratches and makes an excellent furniture polish
- Remove carpet stains - absorbs odours
- Dissolve chewing gum
- Clean brass, copper and pewter
- Soothe aching feet
- Fade age spots
- Cool sunburn
- Treat burns
- Remove ink stains
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- Banish dandruff
- Countertops, floors, windows and fixtures will shine
- And many, many more.

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Irritable Bowel Syndrome

"The IBS Handbook - a guide to understanding and treating Irritable Bowel Syndrome" by Bill Habets. This new book contains comprehensive information on the bowel... how it functions, what can go wrong, how it is normally treated and how to protect yourself from Irritable Bowel Syndrome. The author gives you his specific advice on what causes IBS and tells you what treatments are available. This book tells you about alternative or natural remedies and their effect on IBS.

The author also looks at techniques that have been used to bring relief from IBS. He also looks at research into the effects of food and diet on IBS and its symptoms. You'll discover how the digestive system works and what you should eat to ensure regular habits. The book covers actual case histories of men and women who suffered Irritable Bowel Syndrome problems and how they were able to overcome them.

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1. The artery is clogged by deposits
2 & 3 Through what you eat you can gradually clean your arteries.



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Your arteries can eliminate, by themselves, the deposits obstructing them. In exactly the same way as a jet of water can loosen mud from a wall, your blood flow can rinse out your arteries if it is not full of harmful impurities. In a recent book Alexis Amziev explains how a natural diet can significantly improve arterial problems. He questions the traditional 'anti-cholesterol' diets and their

ability to clean out the arteries properly. Also, contrary to what has been recommended for years, is butter eaten in reasonable quantities actually better for your arteries than margarine? Alexis Amziev's fascinating book allows you to eat enjoyably while at the same time rinsing out your arteries.

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The Prostate

"The Complete Prostate Handbook - a self help guide for men with Prostate Problems" by A. Charlish is a new book that contains the latest up-to-date information on the Prostate. The describes how it functions, what can go wrong, how it can be treated, and how to protect yourself from prostate problems. The author gives you specific facts on the brand new treatments available for prostate disorders - from new drugs and medical treatments to natural remedies. You will also read about a brand new prostate medica-

tion that has been proven to shrink the prostate and alleviate symptoms for some prostate sufferers. You will learn about a simple little known blood test, that can be carried out by your own doctor which can detect prostate cancer in the very early stages while it is still easily treatable. You will also read about research carried out by doctors on the effect of certain vitamins, nutrients and herbs on the prostate.

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- Tea bags make great seed starters
- Marrow seeds are the most effective bait in mousetraps
- Burying banana skins provides

- a range of useful nutrients
- Spanking your trees stimulates growth
- Detergent and gin slaughter weeds
- Spraying plants with garlic tea repels pests
- Old newspapers make great mulching material
- Sprinkling coffee grounds alongside carrots protects them
- Buried canned beer traps slugs
- One petunia in each bed of onions keeps them happy

• Cutting flowers in the late evening makes them healthier
• A grain of rice helps carnation cuttings to root
• Onions and carrots planted together help each other grow
There's more, much more - 1,376 tips in all. Order this comprehensive gardening guide now and watch your plants, flowers, vegetables and garden grow stronger & better than ever before. Get all the facts. **Order The Complete Handbook of Gardening Tips - £9.95 post paid (coupon below)**

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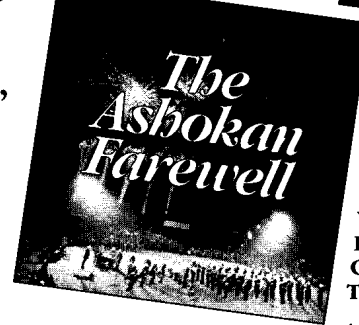
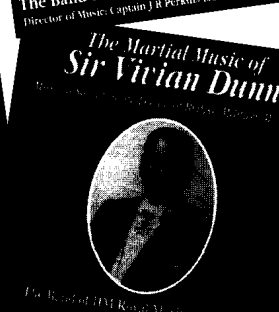
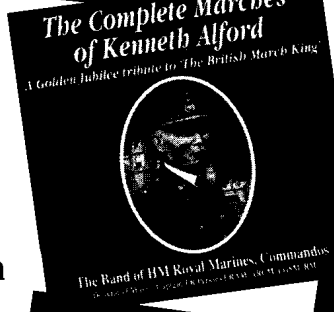
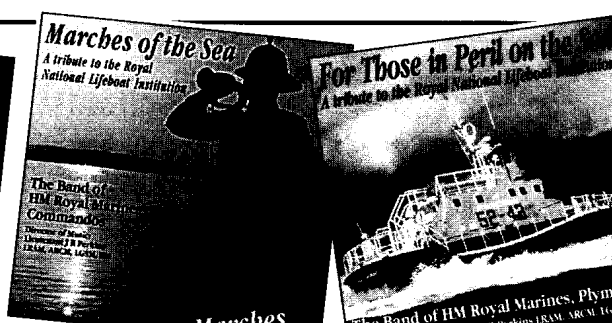
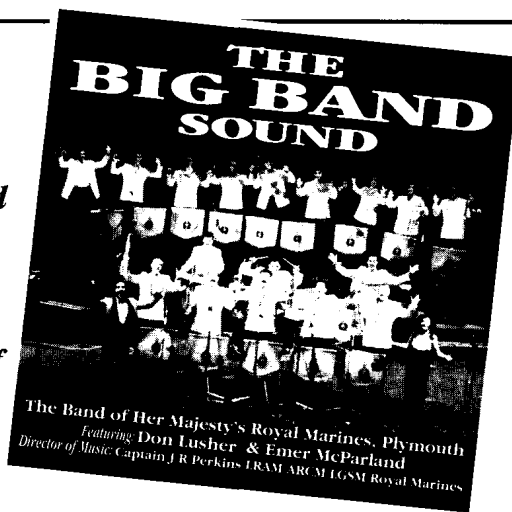
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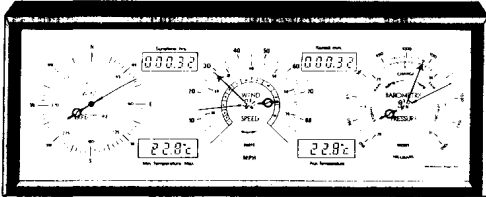
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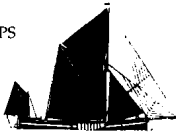
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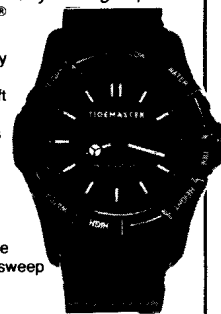
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"FACING DANGER TOGETHER"

*The St. Ives lifeboat 'RNLB The Princess Royal' with a
Royal Navy rescue helicopter of 771 Squadron
by Christopher Southcombe*



The original painting was commissioned by Mr Leslie Leek of Tregenna Castle following the first lifeboat weekend at St. Ives in 1995. To help raise funds for the RNLI the painting has now been issued as a **SIGNED LIMITED EDITION FINE ART PRINT, OF ONLY 500 PRINTS.**

The Artist

Christopher Southcombe is a marine artist of considerable skill who is rapidly establishing himself as one of our foremost lifeboat artists. Whilst still at school he received commissions for oil paintings of ships and the sea. He joined the Royal Navy and for years resisted the suggestions and encouragement that he become a professional marine artist, but for 30 years he continued to study and paint the sea. In 1989 he finally became a full-time marine artist and is currently the Marine Society's sea-going art tutor. He has been a lifelong supporter of the RNLI and a life governor for many years.

The Print

Aptly entitled "FACING DANGER TOGETHER" the painting depicts the St. Ives Mersey class lifeboat 'RNLB The Princess Royal' powering its way out of St. Ives harbour to rendezvous with a SeaKing helicopter of 771 Squadron from the Royal Navy Air Station 'Culdrose', in Cornwall, at the start of a rescue mission. The lifeboat and helicopter are painted with meticulous and accurate detail - hallmarks of Southcombe's work - and his sea is, as usual, alive and masterful.

Each print is numbered, embossed and signed by the artist, and is

accompanied by a certificate authenticating the integrity of the edition and destruction of the original material.

The image size is 540mm x 360mm.

All prints are double mounted with dark blue beneath a pale grey as in the photograph. The wooden frame measures 750mm x 605mm.

Mounted only prints are priced: £49.
Double mounted and framed : £75.

£10.00 PER PRINT DONATED TO THE RNLI.

The original painting will be on display at Tregenna Castle at the 1996 Lifeboat Weekend on 1st - 3rd November 1996. Details available from Tregenna Castle, telephone 01736 795254.

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