

The Summer 2000
Lifboat

The magazine of the RNLI

In this issue:

- **Mission Impossible**
– *lifesavers in Mozambique*
- **The Annual Meetings**
– *and presentation of gallantry awards*
- **Lifboat Services**
– *including Vellum winning rescues*



Lifboats
Royal National Lifeboat Institution

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The **Lifeboat**

Summer 2000

In this issue...

Issue 552

The magazine of the **Royal National Lifeboat Institution**
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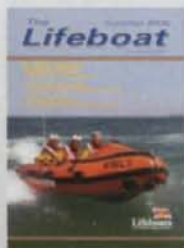
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Front Cover



Port Isaac crew members put their station's new D class inflatable lifeboat, *Spirit of the PCS RE II*, through her paces. See page five for further details.

Photograph © Neil Lindsay
(01208) 813553

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NEWS

D class named at Minehead



Photo: Steve Guscott

Minehead's new D class lifeboat, *George and Christine*, was named during a ceremony held outside the boathouse on 10 October 1999.

The new lifeboat, funded by George Stribling of Axminster, replaced the previous D class *Leslie D* and is stationed together with the Atlantic 75 *Bessie*.

In fair weather a large crowd of invited guests watched *George* hand over the boat to Paul Jennings, deputy divisional inspector of lifeboats for the South who, after describing the lifeboat to those gathered, handed her into the care of Kevin Escott, station secretary.

Following a service of dedication, the lifeboat was launched for a short display of her capabilities, including a man overboard demonstration – during which one guest was heard to say, 'Oh dear, the poor man's fallen out of the boat!'

Guests and crew then retired to the station for refreshments, where it was made clear that the man overboard was deliberate!

Taxman helps save lives at sea

Taxpayers who support the work of the volunteer lifeboat crews can now make every £1 they give to the RNLI worth £1.28 – at no extra cost.

Thanks to the new Gift Aid scheme – announced by the Chancellor of the Exchequer in his recent Budget – the RNLI can automatically claim back the tax that members and supporters have already paid on their membership subscription or donation.

All supporters need to do is confirm that they pay capital gains or income tax equal to or greater than the amount the RNLI will be reclaiming – currently £5.04 for Shoreline members, £13.44 for **Offshore** members, £16.80 for Governors and £336 for Life Governors. The scheme involves no obligation and can be terminated at any time.

As Ian Ventham, RNLI head of fundraising and marketing explains: 'This is a marvellous initiative. Gift Aid could raise valuable extra funds for the lifeboat crews around our shores every year – making an important contribution to saving more lives at sea.'

Please see the address carrier from this issue of **The Lifeboat** to find out more about the new Gift Aid scheme – and to sign up for it. Should you have any questions about the scheme or if your carrier has gone missing, please telephone our Supporter Services Helpdesk on (01202) 663234.

If you already support the RNLI by Deed of Covenant, rest assured that this is still valid, but you can also sign up to the scheme, allowing the RNLI to reclaim tax on all donations, not just subscriptions.

New and improved Lifeboat Tea



As we went to press, the manufacturers of Lifeboat Tea, Williamson and Magor, announced that they are increasing the donation for each pack bought from the current 4p to a very tasty 15p.

Lifeboat Tea has been available for a long time in selected outlets of Sainsburys but, with the massive pressure on brands within big retailers, the pressure is on Lifeboat Tea to achieve more sales.

So now its over to all our lifeboat supporters, if you like a good cup of tea and want to help raise funds then go out and buy some Lifeboat Tea today! What's more if your own Sainsburys doesn't have any stocks – ask them to get some in.

Hopefully we can report some healthy increases in sales and even healthier donations in the coming months!

The Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Autumn 2000 and will appear in October 2000.

News items should be received by 26 July, 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, to reduce costs, 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.

Any products or services advertised in **The Lifeboat** by third parties are not in any way endorsed by the RNLI and the RNLI shall not be responsible for the accuracy of any information contained in such advertisements nor has it investigated or verified any of the information.

Win a Holiday in the Italian lakes



First prize in this year's Autumn Lifeboat Lottery is a week's holiday for two to Lake Garda in Italy. So please don't forget to enter this lottery if you would like the opportunity to experience the romantic setting of the Italian Lakes.

Lake Garda offers breathtaking scenery with tree-clad mountains and expanses of tranquil, crystal clear waters by pretty little lakeside towns and villages. Meanwhile, nearby Verona, the setting for Shakespeare's *Romeo and Juliet*, offers a wealth of magnificent architecture, monuments and history. When the winners are not busy exploring the region they can relax in a four star hotel, situated in the lovely town of Garda overlooking the Lake. In addition, £500 spending money should make the holiday even more carefree and enjoyable for the lucky winners.

The autumn lottery also features the usual runner-up cash prizes that range from £100 to £1,000. If you don't receive lottery tickets, but would like to, or would simply like more tickets, please contact Rebekah Rose on 01202 663219, 8.00am – 6.00pm, weekdays. She will be delighted to send you tickets or help with any of your lifeboat lottery queries.



On a recent wet and windy day, the sun briefly shone on prizewinners, Colin and Daisy Coulson and their son Michael, as Steve Lang of Avon Inflatables and Sharon New of the RNLI presented them with their new Avon RIB, engine and trailer.

Steve also presented the family with lifejackets and, following a quick tour of Poole lifeboat station, Colin towed the RIB back to his home in Bristol.

Colin won the prize after entering an **Offshore** membership competition at the Dive Show last October. The family plans to keep the boat in Cornwall, where they have a holiday caravan and it will replace a much loved, but smaller, older inflatable.

Companies such as Avon and EP Barrus, who donated the boat and engine, are invaluable to **Offshore** recruitment as they allow high-profile competitions to publicise the grade and encourage more boaters to sign up.

Nearly 30,000 sea users have signed up to **Offshore**, annually raising some £1.3m.

Memorable day for Newhaven

The fine traditions of Newhaven lifeboat crews were remembered when the station's new Severn class lifeboat was named after the RNLI Chairman and his wife during a moving ceremony on 6 May.

It is a tradition that a lifeboat is named after the Chairman of the RNLI's trustees and Mr Acland retires this year after 34 years service.

Dr Mike Draisey, Newhaven branch chairman, opened proceedings and Mr Acland handed the lifeboat over to the RNLI. Director Andrew Freemantle accepted the lifeboat and handed it into the care of Mike Tubb, station secretary, who accepted the boat on behalf of the station. Following a service of dedication conducted by the Reverend Joseph Harper, Lucy Morris, Mr Acland's daughter, named the lifeboat *David and Elizabeth Acland*.



NEWS



Triple celebration at Cardigan



Photos: © Nicholas Leech

Over 500 people attended the official opening of Cardigan's new boathouse and naming of the station's new Atlantic 75 and D class lifeboats on 2 September 1999.

The Atlantic was funded by the efforts of paralympic gold medallist Tanni Grey-Thompson MBE OBE, who raised over £45,000 through the London Marathon and an appeal in *The Lifeboat*. The remainder of the funding was made up from the proceeds of the Neptune Ball in Cardiff and various other anniversary events. The D class was funded by an annual golf tournament held by the Society of Societies at Sunninghill near Ascot.

Ian Gollop, Cardigan station chairman, opened

Splash and dash

The RNLI is looking for teams to take part in 'Splash and Dash', an 'It's a Knockout' style event at Docklands sailing centre on Sunday 23 July. Teams of four will compete on land and water, trying anything from hovercraft racing and motorised beer keg driving to playing human table football. Sophisticated tasks will test your brain power, your teamwork, and, at times, your bravado!

To take part you need a team of four like minded people, who will be asked to try to raise a minimum of £500 sponsorship per team. For more information please contact Robin Saklatvala on (0207) 839 3385 or email splash&dash@rnli.org.uk

proceedings, followed by Andrew Clift, divisional inspector of lifeboats (West), who gave a description of both boats. Tanni Grey-Thompson and Tony Carter, Society of Societies chairman, handed the Atlantic and D class over to the RNLI respectively. Mrs Alison Saunders, RNLI fundraising committee chairman, accepted the lifeboats on behalf of the Institution and handed them into the care of Fraser Coates, Cardigan station secretary, who accepted them on behalf of the station.

Following a service of dedication, Tanni Grey-Thompson named the Atlantic *Tanni Grey* and Tony Carter named the D class *Society of Societies*.



Technical update

A high speed water-jet lifeboat from Sweden has been tested by RNLI technical staff and coxswains from around the country.

The Victoria class lifeboat *Gustav B Thorden* (left) was brought to Poole for two weeks of trials and evaluation. It was the latest move in a search for a design to match the RNLI's requirements for a new Fast Response Boat.

The 35-knot boat arrived by road with two Swedish crew and was launched before impressed onlookers. It was later taken north to Hartlepool and also to Conwy and Eastbourne, before returning to Poole for further trials.

The visit was part of an ongoing project to develop four new classes of lifeboat to enter service in the next five years.

Work on the first of these, the experimental Fast Slipway Boat (FSB2), is well advanced and is due for launching later this year. The others are the Fast Response Boat (FRB1), the Fast Inshore Boat (FIB1) and the Inshore Boat (IB1). The new boats are being developed as part of the RNLI's Lifeboats 2000 policy. The aim is to simplify the logistics of running a fleet with ten different classes by reducing them to four.

Various solutions to the complexities of this task are being studied, including viewing the work of other lifeboat services and evaluating their designs. A team from the RNLI's technical and operations departments visited Sweden last year to examine the Victoria class.

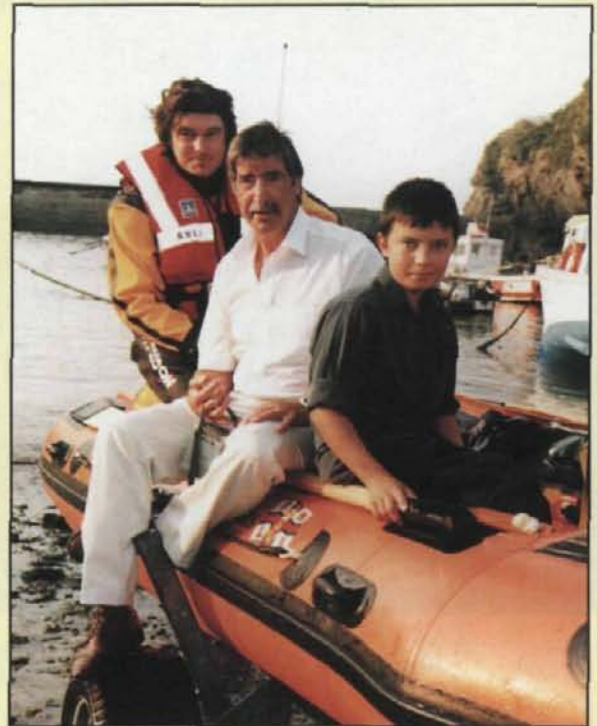
Named at Port Isaac

Exactly a year after Port Isaac's lifeboat was written off during a rescue, the new lifeboat was named *Spirit of the PSC RE II* at the station on 5 September.

In September 1998, 10 year old James Leeds was swept into the sea and his father, Nick, plunged in afterwards to rescue him. Both were swept into the back of a cave in the fast-rising tide. Port Isaac lifeboat launched, but was struck by a huge wave, throwing a crew member into the sea. The other two crew members were thrown into the cave, as the lifeboat was smashed to pieces against the rocks. One lifeboatman was plucked from the sea by rescue helicopter. The other two spent over four hours in the dark cave, encouraging James to keep talking to his father and keep him warm. All four were eventually rescued by a Coastguard cliff rescue team and helicopter.

A campaign to raise £16,000 for a replacement lifeboat was launched following the incident. Television celebrity interior designers Laurence Llewelyn-Bowen, Anna Ryder Richardson and Graham Wynne decorated a marquee for a fundraising ball which raised £7,000 – the ball featured in OK magazine, which also made a donation.

The new lifeboat was named by Sergeant Major Paul Snape of the Royal Logistics Corps. The damaged lifeboat had been provided by the officers and soldiers of the Royal Logistics Corps together with contributions from the Regimental Association the Royal Engineers and the trustees of the Royal Logistics Corps.



James Leeds with his son Nick and Crew Member Paul Worden.
Photo © Neil Lindsay (01208) 813553

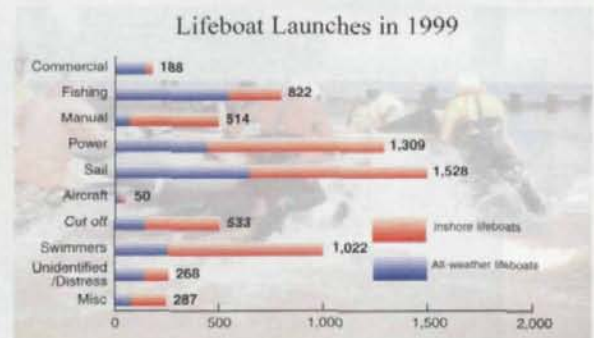
The lifeboat summer season returns!



Easter marked the start of the busiest time of year for the 4,300 volunteer lifeboat crew members throughout the UK and Republic of Ireland. Recent figures show that in the six months between April and September 1999, lifeboats launched 4,870 times (74% of their work), saving 828 lives (80%) and assisted a further 4,380 people (66%).

Statistics for the last three years show a gradual decline in the number of times lifeboats are called out and fewer rescues where lives would have been lost had the lifeboat not been there. However, there is a steady increase in the number of people landed and brought ashore.

Speaking of the figures Peter Bradley, RNLI national sea safety manager says, 'Since 1994 the RNLI has had two ways of saving lives; the lifeboats and their volunteer crews and the Sea Safety Initiative, which aims to prevent people getting into trouble in the first place. If these figures are an indication that our educational work is beginning to take effect, then I am very pleased. However, there are still 18 launches by lifeboats, on average, every day of the year and 18 people assisted. Those figures are still too high...'



NEWS

Sea Safety takes to the road



The RNLB's two travelling sea safety roadshows are travelling around the UK and Republic of Ireland this summer.

The exterior of the magnificent 40ft trailer (left) looks like a Severn class lifeboat, while the interior walk-

through interactive display demonstrates just how quickly sea conditions can change. It aims to show how, with simple precautions, beach and sea users can remain safe.

Both roadshows have already visited many venues during May and June including the TT races on the Isle of Man and Chatham Navy Days over the Whitsun Bank Holiday. The 40ft trailer goes across the sea to Belfast during the first week of July and, from there, makes its way across the border into the Republic, stopping in Co Donegal, Dublin and Cork.

Travelling back into Wales, the roadshow stops at the Royal Welsh Show and continues up the west coast to Blackpool. At the beginning of August it travels to Scotland stopping at the Royal Highland Show in Oban before moving on to Sunderland. It completes its tour in the middle of August at Cromer.

The 20ft roadshow, which looks like an Atlantic 75 lifeboat, is in Poole in July and then at Cowes Week on the Isle of Wight. It finishes its tour at Drayton Manor Theme Park in Tamworth, where there is an RNLB wet knuckle ride already pulling in the crowds.

Busy month at Port Talbot



Photos: © Peter Knowles Photography

September was a busy month for Port Talbot lifeboat station – with the naming the station's new D class lifeboat and a Royal visit by RNLB President HRH the Duke of Kent KG taking place in just over a week of each other.

At the naming ceremony on 5 September,

Thanks £2 million....

Yes, that's the staggering amount of profit made during 1999 by RNLB (Sales) Ltd – a 'Shopping Success' that saves lives. This huge contribution to the RNLB's funds was made possible by the hardworking volunteer force that sells souvenirs, gifts and Christmas cards at various events throughout the country, and in RNLB gift shops.

The other main source of income was from the RNLB's own award winning mail order catalogue, Watermark. Readers may not realise that this is produced in-house, by the RNLB's own staff, yet it is ranked highly alongside many well known successful gift catalogues.

A copy of the 2000 edition of Watermark is enclosed with this issue of *The Lifeboat* and the team at RNLB (Sales) are all hoping that this season will be even more successful than 1999.

Wicklow visit



Frank Fahey TD, the new Irish Minister for Marine and Natural Resources, made a special visit to Wicklow lifeboat station in March this year. Minister Fahey was in Wicklow to board the new Irish Lights vessel

Granuaile which later brought him to Dublin Port on the last stage of her delivery trip.

Photo © Wicklow People Newspaper.

Robert Hastie, Lord Lieutenant of West Glamorgan and member of the RNLB Committee of Management, accepted the new inshore lifeboat and handed her into the care of Robert Harris, station secretary. Following a service of dedication, the lifeboat was named *Gwenllian Rotary Club of Port Talbot* by Reginald Drake, a substantial contributor to the highly successful fundraising appeal organised by the Rotary Club of Port Talbot. The appeal raised enough money to provide the lifeboat and a Land Rover for the station. Following the ceremony, a large crowd watched the lifeboat launch on exercise with an SAR helicopter from RAF Chivenor.

Eight days later, the station was honoured by a visit from the Duke of Kent, who met station VIPs and crew outside the new boathouse in glorious sunshine. The Duke then inspected the modern facilities and, following a tour of the building, unveiled a plaque to officially open the new boathouse. Before leaving, and accompanied by a crowd of local well-wishers and lifeboat supporters, the Duke watched the station lifeboat launch through heavy surf and the day was brought to a successful conclusion with a superb buffet lunch for invited guests.

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LIFEBOAT SERVICES

Pollution disaster prevented

Thanks on Vellum awarded to St. Davids coxswain

Another pollution incident on the Welsh coast was averted when the St Davids lifeboat pulled a stranded oil tanker off a beach in a Gale Force 9.



The Lifeboat

Tyne class 47-026 *Garside*

The Crew

Thanks on Vellum

Coxswain Malcolm Gray for his 'tenacity, determination and seamanship... Any miscalculation could have resulted in the lifeboat being beached or grounded on the rocks or even capsized.'

Vellum Service Certificates

Crew Members: Michael Phillips, Clive Hayes, Jeffrey Thompson, Paul Taylor, Robin Copley and Cindy Pearce

Chief of Operations' Letter of Thanks

Honorary Secretary Jeffrey Davies for his commitment in staying in the boathouse throughout the service

Above right - the stricken gas fuel oil tanker, *Blackfriars*.

In a long and arduous service in breaking waves in the middle of the night on Christmas Eve 1999, Coxswain Malcolm Gray used the experience he gained in a 20-year career working on tugs, to assist the 1500-ton tanker *Blackfriars*.

She had been anchored in St Brides Bay when the anchor cable parted and she was swept ashore on Musselwhite Sands.

The St Davids Tyne class lifeboat, *Garside* was launched at 0026 and the crew found the *Blackfriars* half an hour later. She was lying across the beach and was lucky not to have been carried onto the rocks.

An RAF helicopter evacuated three of the crew, leaving the tanker's master and three others aboard to try to salvage her.

The south-westerly wind had increased from Force 7 to Gale Force 8-9, with a swell of 3-4m. After standing by, waiting for a tug for nearly two hours, Coxswain Gray noticed that with the flooding tide the tanker was being bounced further up the beach.

Difficult

Realising that it would be extremely difficult to refloat the *Blackfriars* if she was allowed to remain aground at high water, as they were at the peak of spring tides, he asked the master if he could attempt to connect a tow.

Thompson while the latter threw the line. The first throw missed.

The second attempt succeeded and Coxswain Gray went astern just as the first of three large waves broke over the deck of the lifeboat before the power could take effect.

She powered astern through the next two waves and, once clear of the beach, the coxswain turned the lifeboat into the sea and transferred the lines to the stern.



The lifeboat continued to pull on the stern of the tanker for the next hour, using 400m of tow lines. The wind and tide continually set the boat towards the cliffs 200m away and Coxswain Gray was forced to reposition several times

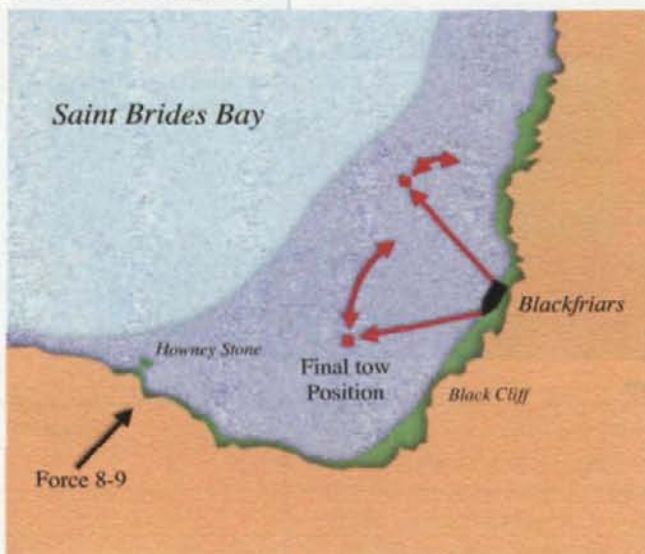
Unsure

At 0344 the *Blackfriars* transferred the tow to her bow and, at 0420, Coxswain Gray succeeded in pulling her off the beach. The tanker managed to start her engines but the master was unsure how much damage had been done, so they left the tow rigged and kept the tanker heading into the wind while staying in the lee of the land.

The Angle lifeboat, *Owen and Anne Aisher*, arrived at about 0500 and circled the tanker for signs of pollution. Although the *Blackfriars* was in ballast she still carried around 18,000 litres of gas fuel oil but there were no obvious leaks.

The area is especially sensitive to pollution risks following the *Sea Empress* incident and the delay in getting a tug to respond to the *Blackfriars* has since caused concern.

It was 0815 before a tug was able to take over and the two lifeboats could return to station. By 0931 the St Davids lifeboat was once again ready for service.



LIFEBOAT SERVICES

Conditions at operational limits

Thanks on Vellum awarded to New Brighton coxswain

A night-time rescue in atrocious conditions on the River Mersey led to thanks from the RNLI for the helmsman, crew and shorehelpers of the New Brighton lifeboat station.



Rough and confused seas of up to 3m, standing and breaking waves and a wind of nearly 50 knots created conditions at the very limit of the Atlantic 75 lifeboat's operational capabilities.

It was after midnight on Christmas morning when the Coastguard reported that two young men had been swept into the water at Victoria Slip, New Brighton.

Unable to launch at the normal site, Helmsman Michael Jones and his three-man crew went afloat at the more sheltered Fort Slipway.

Searchlights

Half a mile away, outside the Chelsea 2000 nightclub on the New Brighton Promenade, RNLI



shorehelpers, coastguards, police and members of the public lit up the river with car lights, torches and searchlights.

One of the casualties, who had gone to the aid of his friend, was brought safely ashore while the lifeboat motored northwards through waves as high as 5m, checking possible sightings by shore personnel. These turned out to be various pieces of debris such as lifebuoys, bags, tyres, and tree trunks.

At 0120 the crew found the second casualty, submerged but attached to a lifebuoy. Although there was no sign of life they continued to attempt resuscitation until they beached in 2m waves at Egremont South Slip and handed him to waiting paramedics. Sadly, he was pronounced dead on arrival in hospital.

Damage

To prevent damage to the lifeboat Helmsman Jones decided to refloat her until a suitable site was available for net recovery. Meanwhile, Hoylake's all-weather lifeboat arrived and stood by while New Brighton's lifeboat was recovered using the net at Egremont North Slipway. By 0235, less than two hours after the initial alert, she was back on station and ready for service.

Hoylake's lifeboat returned safely to her station through the worst conditions some of her crew had ever encountered.



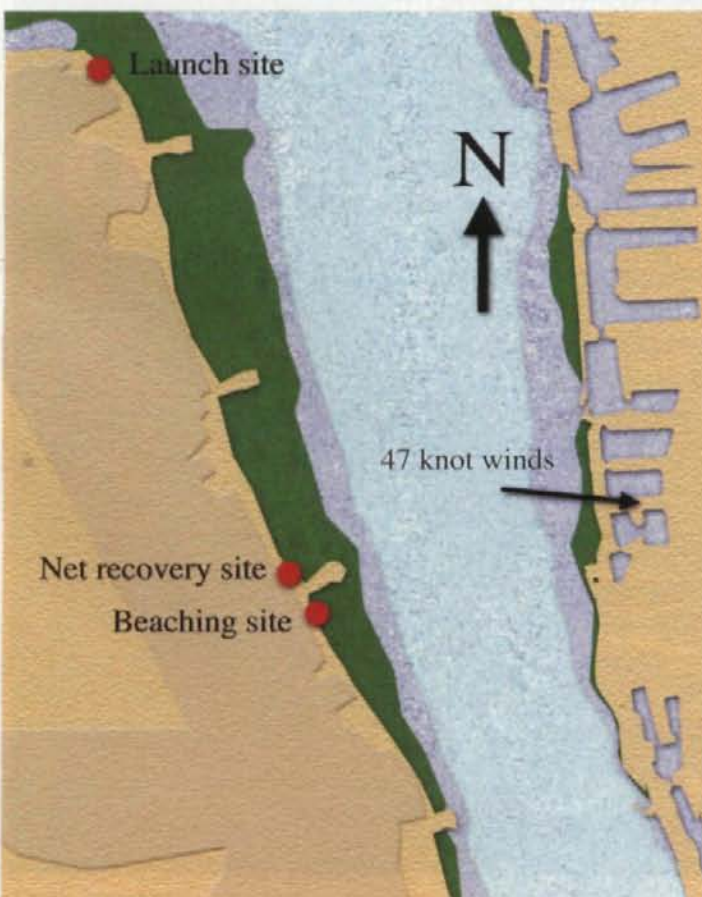
The Lifeboat
Atlantic 75 B721 Rock Light

The Crew
Thanks on Vellum
Helmsman Michael Jones, for his boathandling, seamanship and leadership

Chairman's Letter of Thanks
Crew Members: Barry Shillinglaw, Paul Wright and Howard Jones for their courage and determination.

Director's Letter of Appreciation
Shorehelpers: Neil Jones, Nigel Jones, Christopher Henderson, Ian Thornton, Simon Bowers, Paul Mounfield, Mark Harding and Anthony Clare for their contribution to the search in adverse weather conditions.

Chief of Operations Letter of Appreciation
Station Honorary Secretary Frank Brereton and Hoylake lifeboat's Coxswain and crew for their contribution and support.



LIFEBOAT SERVICES

Team Philips is towed to safety

Pete Goss' attempt to break the Jules Verne record for the fastest non-stop circumnavigation hit a stumbling block during sea trials on 29 March when his catamaran, *Team Philips*, lost part of her

front bow following a high profile launch.

St. Mary's lifeboat was alerted just before 0900 when the *Team Philips* crew noticed problems some 26 miles off the Isles of Scilly. When the lifeboat arrived

on scene, the port side bow started to fail and, later, broke away. The Severn class lifeboat, *The Whiteheads*, was requested to take the damaged bow section in tow to relieve drag on the catamaran as she limped back to St. Mary's.



It later became apparent that, due to wind direction, tide and proximity to the islands, towing *Team Philips* would be the best option.

Following some skilful manoeuvring and some difficulties passing a line in the strong winds, the catamaran was taken under tow. Progress was slow so, at 1300, the lifeboat coxswain repositioned the tow, which helped increase speed.

Team Philips finally reached safety some seven hours later whereupon the lifeboat and Royal Navy helicopter,

Rescue 193, transferred three divers and equipment to the casualty.

The official launch date for the record attempt is 31 December so Pete Goss (right) is currently fundraising for repairs - with a percentage of the cash going to lifeboat coffers as way of thanks.

For further information see the *Team Philips* website at www.teamphilips.com



LIFEBOAT SERVICES



Injured seaman rescued

Eastbourne lifeboat was alerted on 3 March 2000 when a boat worker, aboard a cargo vessel bound for Equador, was forced to head inland for emergency surgery in a bid to save his fingers.

The Polish worker was involved in an accident aboard the *UB Prince* when she was some 15 miles from Beachy Head, en route from Bremerhaven in Germany. Because of the considerable swell, the ship lurched from side to side causing a water-tight steel door to swing shut on the casualty's hand, trapping his fingers.

Eastbourne's Mersey class lifeboat, *The Royal Thames*, arranged a rendezvous point with the captain of the *UB Prince* and came alongside to pick up the injured crewman. However, the lifeboat was rising on swells and taking water on deck so it was decided to reposition to give extra lee. Following this manoeuvre, the casualty was strapped into a harness and was carefully lowered down and snatched onto the lifeboat.

The casualty was taken into the lifeboat wheelhouse where he was treated by the lifeboat honorary medical advisor, who put his arm in a sling and kept a watchful eye until he was landed and transferred to an ambulance.

The extent of the patient's injuries were deemed serious enough to warrant immediate referral to the specialist burns and plastic surgery unit at east Grinstead.



Photos: © Eddie Buckland

Medical assistance required

On 10 March Dover lifeboat was requested to launch to a injured crewman aboard a Dutch cargo vessel lying off Dover.

The Severn class lifeboat, *City of London II*, launched immediately and located the vessel one mile off Dover.

The injured crewman was lying between cargo in the hold of the vessel with a broken leg and suspected spinal injuries. Lifeboat crew members were put aboard with a stretcher and were lowered into the hold using the ship's crane.

The casualty was made comfortable with Entonox (a mix of anaesthetic and oxygen) and blankets, then carefully moved to the stretcher and strapped in. The casualty and crew were then transferred to the lifeboat by crane.

The lifeboat returned to Dover where the injured man was transferred to ambulance and taken to hospital for treatment.

Captain White, Dover station honorary secretary later remarked that the service had been an excellent 'text book' medical evacuation.



LIFEBOAT SERVICES

Canine calamity!

Filey's inshore lifeboat was called out in March this year to help rescue a dog that was cut off by the tide and stranded on rocks.

Coastguards had previously climbed down 60m of cliff to reach the poor pooch but could not get near it. Because of the swell it was too risky

for the lifeboat to land anyone near the dog but the crew stood by in case anybody (or any doggie) was washed off the rocks by the incoming tide. After an hour of trying to get to the dog, it was decided to leave him where he was as the tide would soon recede.

However, as the ILB was rehousing at the station, the dog was washed off the rocks. The lifeboat relaunched and, guided by Coastguards from the top of the cliff, located the dog and picked him up from the water – he was exhausted and would not have lasted much longer. The dog, named Sire, was landed into the care of a vet and reunited with his owner the next day when it was discovered that he had been missing for 12 days and had wandered 15 miles!

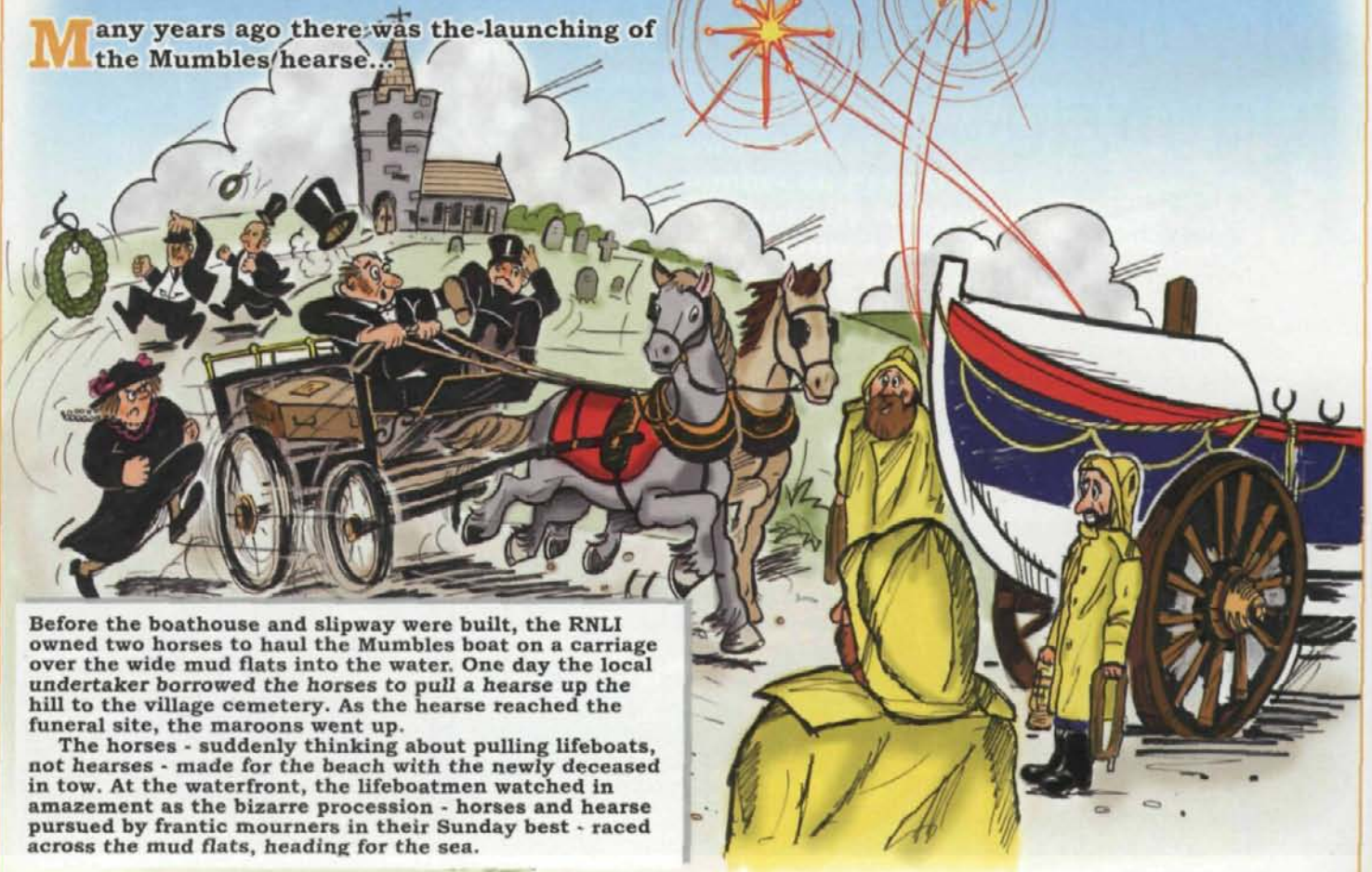
The picture shows Assistant Mechanic Peter Macauley holding Sire with Second Coxswain Mechanic Barry Robson and Crew Members Paul Colling, Gary Mason and Mark Johnson.

Photo: Graham Taylor



That's Life

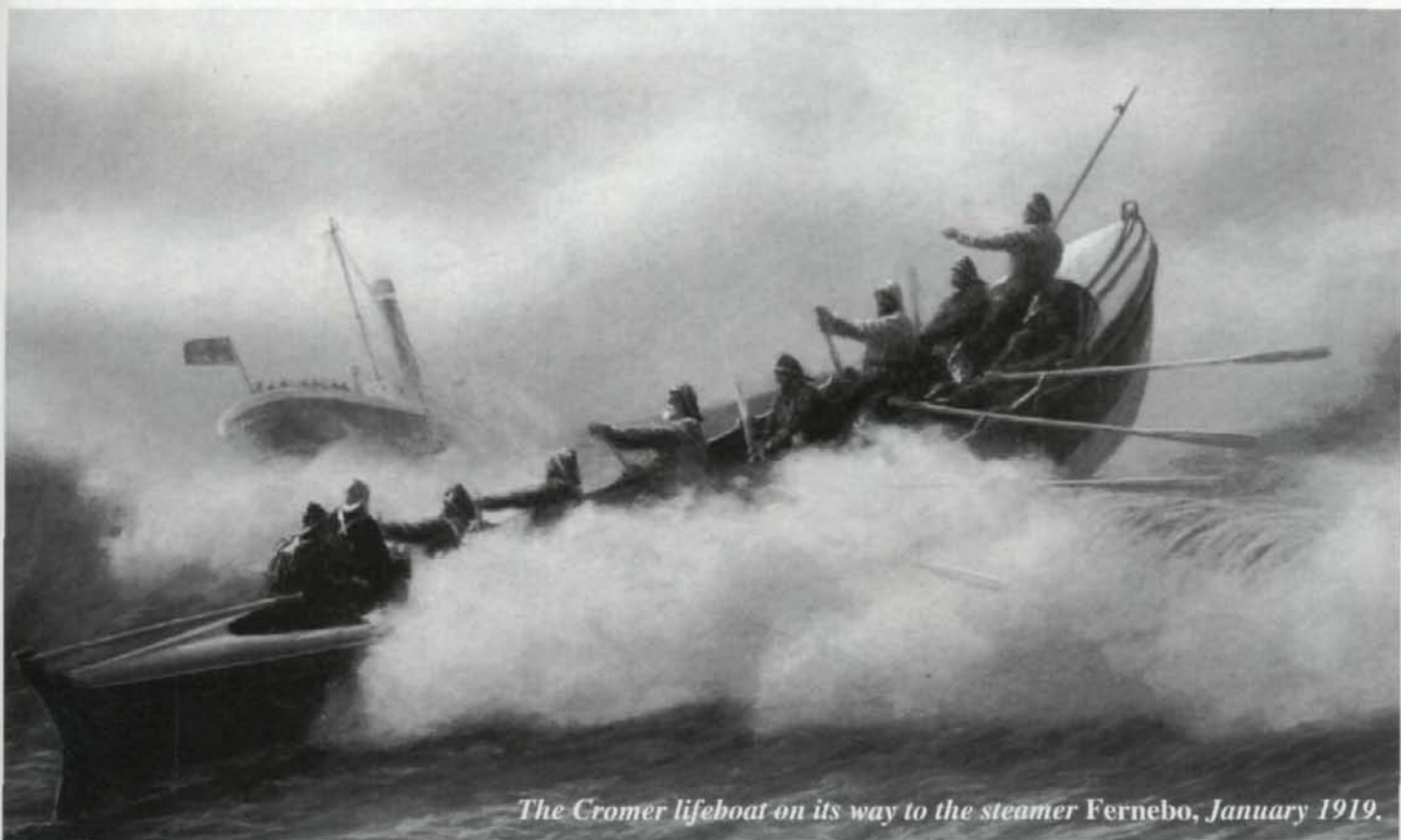
Many years ago there was the launching of the Mumbles hearse...



Before the boathouse and slipway were built, the RNLI owned two horses to haul the Mumbles boat on a carriage over the wide mud flats into the water. One day the local undertaker borrowed the horses to pull a hearse up the hill to the village cemetery. As the hearse reached the funeral site, the maroons went up.

The horses - suddenly thinking about pulling lifeboats, not hearses - made for the beach with the newly deceased in tow. At the waterfront, the lifeboatmen watched in amazement as the bizarre procession - horses and hearse pursued by frantic mourners in their Sunday best - raced across the mud flats, heading for the sea.

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



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

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

In 1824, the appalling loss of life at sea prompted Sir William Hillary to launch a public appeal for a voluntary lifeboat service. Today the seas are as dangerous as ever – and our volunteer lifeboat crews still rely entirely on public donations to carry out their lifesaving mission.

Our booklet, *It's time to provide for their future*, explains how six out of every ten lifeboat launches are made possible by legacy gifts from our supporters. It also shows how you can help keep that vital tradition afloat – by remembering the RNLI in your Will.

For a free copy, simply complete and return the coupon below or telephone John Marshall on 01202 663032 quoting ref: LBJ00/7 – and help our volunteer crews continue to save those in peril on the sea. Thank you.

To: John Marshall, Legacy Enquiries Officer, RNLI, FREEPOST (BH173), West Quay Road, Poole, Dorset BH15 1XF.

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Lifeboats
Royal National Lifeboat Institution

**IT'S TIME TO PROVIDE FOR
THEIR FUTURE**

Meeting

...at the RNLI's AGM

Heroes all (from left to right):
Helmsman John Foster,
Southend – Bronze Medal;
Coxswain William Farquhar,
Thurso – Bronze Medal;
Coxswain/Assistant Mechanic
Brian Patten, Achill Island –
Silver Medal; and Coxswain
Ron Cannon, Ramsgate – Silver
Medal



The RNLI's Annual General Meeting and Presentation of Awards, held on 18 May 2000, once again took place at the Barbican Centre in the City of London. The morning AGM allowed Chairman David Acland, who retires at the end of July, to present his review of the year to Governors for the last time and, in the afternoon, awards were presented, gallant lifeboat heroes and fundraising stalwarts.

The 20th century ended on a high note for the RNLI, with exceptionally good results in fundraising and finance and further advances in the capability of lifeboats.

Chairman David Acland, speaking at the Institution's AGM at the Barbican Centre, delivered an annual report that was packed with news of great progress.

Fourteen new lifeboats had been delivered, electronic paging for crews had been introduced, 400 volunteers advisers had been recruited for the SEA Check safety awareness scheme and more than a thousand lives had been saved by RNLI crews.

In the Mozambique floods volunteer crews helped around 10,000 people who had been cut off from aid.

On the financial side, £56m was given through wills and this, combined with a highly successful year of fundraising and a booming stock market, had boosted reserves at the end of the year to £317m.

'Last year's 175th

anniversary was the perfect opportunity to celebrate the RNLI's achievements', said the Chairman.

'We were able to involve people of all ages, reminding them of the importance of the RNLI as a modern lifesaving organisation and of the need for their continuing support.

'Such support is crucial if we are to realise our vision for the future, which we all helped to articulate last year. This is to be recognised universally as the most effective, innovative and dependable lifeboat service.'

'We shall always strive for high standards...'

He said there was consensus from supporters, volunteers and staff alike that the values that had shaped the organisation 'must be upheld if our plans to realise that vision are to succeed'.

'Most importantly, we will continue to recognise the courage, commitment and humanity of our crews and to maintain our volunteer ethos.

'We will also harness staff professionalism and expertise in support of our volunteers; we shall always strive for high standards and work to preserve our independence and the trust of the public. Finally, we must encourage open and effective communication.'

During the day, the Barbican was filled with RNLI displays and stands including souvenir sales and Sea Safety information. Below – Gill Beaumont, Youth Promotion Officer, gives advice and assistance on all aspects of the RNLI's youth education initiatives and Storm Force to the steady stream of visitors.



Point

and Presentation of Awards



It's the end of an era in July when David Acland completes 34 years as a member of the Committee of Management and steps down as RNLI chairman.

When he started in 1966 the RNLI's entire spending bill was roughly equivalent to the

£1.8 million cost of the new Severn class lifeboat recently launched in Newhaven and named after the chairman and his wife.

'In those days our most expensive lifeboat was the nine-knot, 48ft 6in Oakley at £60,000,' he recalled.

Even at that price in the inflationary 60s and early 70s, the RNLI was spending more than it could raise. 'Its reserves had dwindled to such a point that we were forced to cut back on building new boats, struggling to find enough for the running costs alone.'

'The picture is markedly different today, I am

happy to say. Throughout the past three decades the RNLI has gradually made its financial position very secure, thanks to the dedication of its fundraisers and the excellent reputation of its crews.

'At the same time we have been able to develop a lifeboat service as well equipped as any in the world to cope with the vagaries of the coastline, and we have done so independent of government and with volunteers as our principal workforce.'

He told a large audience at the annual awards ceremony: 'The most gratifying part of this job must be knowing that together as an organisation we have saved more than a thousand lives a year for the past three decades.'

He thanked staff and volunteers for their support. 'You have made it a hugely enjoyable task,' he added.



Above - voluntary worker Richard Secker receives a Gold Badge from the Princess Royal in recognition of all his efforts on behalf of the Lewisham branch. Mr Secker has worked tirelessly as the branch's treasurer since 1974.

Highlights from the Chairman's report

New lifeboats launched

Seven more 25-knot lifeboats were added to the fleet in 1999 - five Severns and two Trents.

Our aim to reach virtually any point out to 50 miles within two and a half hours is now a reality.

Seven Atlantic 75s were placed on station as part of the programme to re-equip rigid inflatable lifeboat stations.

Technology improvement

Electronic paging for alerting lifeboat crews being introduced throughout the RNLI.

The new system, successfully tested last year, instantly transmits information about the casualty

Lifeboats for the future

Ultimate aim: an entire lifeboat fleet capable of at least 25 knots.

Experimental prototype for 25-knot slipway-launching boat due to be ready for first trials in August 2000.

First production boat is planned to enter service in 2004.

Design being sought for all-weather fast-response boat to succeed the Mersey class by 2005.

25 knot replacement for the D class inshore boat to appear in 2001

Faster version of the Atlantic 75 to enter service in 2002.

Use of hovercraft as supplement to lifeboat cover in shallows and mudflats is being investigated

Rescues in 1999

Number of lifeboat launches: 6,521.

Lives saved: 1,028.

Others assisted: 5,565.

Casualties reached within 30 minutes of launching: 91%

The number of calls to lifeboats appears to have stabilised at around 6,500 a year after an 'alarmingly rapid rise' to a peak of nearly 7,500 in 1995.

Other ideas for the future

Beach and inland water safety and rescue cover is being looked into in case RNLI can be of assistance.

Plans to offer more systematic help in civil emergencies such as floods will be developed.

Training

An RNLI college is to be built in Poole within two years.

It will become an acknowledged centre of excellence.

Competence-based training for RNLI volunteers and staff,

with capacity for limited number of overseas trainees.

SEA Check

400 volunteer advisers recruited

2,300 recreational boat owners have requested free checks on their safety equipment.

To spread awareness of the scheme there will be campaigns aimed at children and fishermen

Fundraising

An exceptional year, thanks especially to 175th anniversary celebrations and to excellent branch and guild fundraising success.

This success has led to the funding of a Severn class lifeboat for the relief fleet to be called *Volunteer Spirit*.

£56.7m was bequeathed to RNLI in legacies.

The RNLI's sales company's profits exceeded £2m for the first time.

Finances

Free reserves reached £317m at the end of this year, although stock market falls in 2000 reduced this.

The RNLI spent £78m in 1999, of which £17m was on new lifeboats, stations and shoreworks.

Cost increases included the recruitment of divisional training inspectors, SEA Check co-ordinators and the move from a 26-hour to a 37-hour week for full-time lifeboat crew members, made necessary by increasing complexity of modern boats and the need for planned maintenance programmes.

Mozambique Floods

'Although the RNLI can respond to natural disasters overseas only in exceptional circumstances', said the chairman David Acland, 'it was heartening to receive so many messages on support of the mission to Mozambique.'

A survey of supporters and the general public found that 70 per cent were wholeheartedly in favour of the exercise.

Following a request for help from the Department of International Development, eight men were chosen from a large number of crew members who volunteered.

Using seven ex-operational D class inflatables, they delivered medical supplies and assistance to communities cut off by the flooding and inaccessible by helicopter. About 10,000 people were assisted.

Almost the entire cost of the exercise was covered by unsolicited donations.

Continued over...



Risk taking is important in life, the Princess Royal said at the RNLI's annual awards ceremony, and the one thing that encourages people to go to sea more confidently than anything else is 'the assumption that the RNLI and its boats and crews will turn up and rescue them if they get it horribly wrong'.

'What I suspect is that it probably happens more than it should do,' she added, 'but it underlines the value of the service itself, of the work that you as volunteers do and the quite extraordinary skill and devotion to duty that is shown by those volunteers who man the lifeboats.'

So much risk taking had been removed from life, particularly for young people, and there was less and less opportunity 'to do things which are just a little bit risky'.

'It's actually important that we give them the opportunity to do things like this, to go to sea, to learn how to do it properly to enjoy it, but there is always that level of risk.'

As a yachtswoman and a member of the RNLI's *Offshore* scheme ('nobody twisted my arm,' she insisted) she had learned how quickly things can go wrong at sea.

She spoke of 'people like me who might take a boat out one day in unsuitable conditions, not having paid strict enough attention to the weather forecast' and who might then become an RNLI statistic.

'But in some ways I am only grateful that people still go to sea, and do enjoy the sea, who are prepared to take a few risks - I just wish that they would learn that there are some risks which you can prevent and avoid.'

She praised the SEA Check scheme to advise boat owners on safety equipment but warned that people were being fooled by technology into thinking they could do more than they were ready for.

'If it hadn't been for GPS or a beacon or perhaps other safety equipment they would have bought a dayboat and never gone out of sight of land because they wouldn't have dared to. And they would have been right - they don't know enough.'

The BBC's Songs of Praise presenter Pam Rhodes offered her explanation of why lifeboat crews go to sea when she spoke at the RNLI's annual presentation of awards.

'Whenever you talk to a lifeboatman about why he actually does this very challenging, very difficult, very dangerous thing, very often they are matter of fact and very practical about it,' she said.

'I'm sure that is because they are simply living out the principle of the sea that is as old as the sea itself, and that is that one seafarer will never see another seafarer at peril on the sea and not do all they possibly can to save him.'

That was why they put their lives on the line for total strangers, she said. 'And really there cannot be any human endeavour that is more noble than that.'

Pam, who has recently joined the RNLI's Committee of Management, added that everything the RNLI provided for the crews - state of the art technology, vessels in which they had total confidence, the training and the spirit of teamwork - helped them not just to overcome the limitations, but to get way beyond them 'and actually go so far as bringing about miracles'.

Pam, who comes from a naval family and whose godfather was among the fundraisers receiving the Gold award, recalled a day she spent acting as Man Over Board on exercise with the Cromer lifeboat.

'I was bobbing about in the North Sea waiting to be scooped out for probably the sixth time, thinking that if actually I had been exhausted and terrified for my life, and perhaps grief stricken, in terrible weather conditions just how wonderful it would have been to have seen that lifeboat.'

'As it was I can tell you I was immensely grateful at the sight of that brown strong hand that gripped me and pulled me out for the last time.'

'And that very nice bunch of gentlemen in Cromer decided I didn't look wet enough and threw a bucket of water over me.'



See page 45 for the full list of awards presented to voluntary workers.

The Medallists



Coxswain Ron Cannon, Ramsgate
Received the Silver Medal for his '...enormous courage, determination and seamanship...' during a service to a disabled yacht in Force 7 gales and rough seas.

See the Spring 2000 issue for the full rescue account.

Coxswain/Asst. Mechanic Brian Patten, Achill Island
Received the Silver Medal for a service to a fishing vessel in atrocious weather conditions, '...he pushed the lifeboat to her limit in the heavy sea.'

See the Winter 1999/2000 issue for the full rescue account.

Coxswain William Farqhar, Thurso
Received the Bronze Medal for his '...outstanding skill and seamanship...' during a service to a burning chemical tanker, which helped to prevent a major ecological disaster.

See the Autumn 1999 issue for the full rescue account.

Helmman John Foster, Southend
Received the Bronze Medal for his '...courage, great presence of mind, clarity of thought, skilful seamanship...' during the rescue of three people from an angling boat in some of the worst weather ever experienced at Southend.

See the Spring 2000 issue for the full rescue account.



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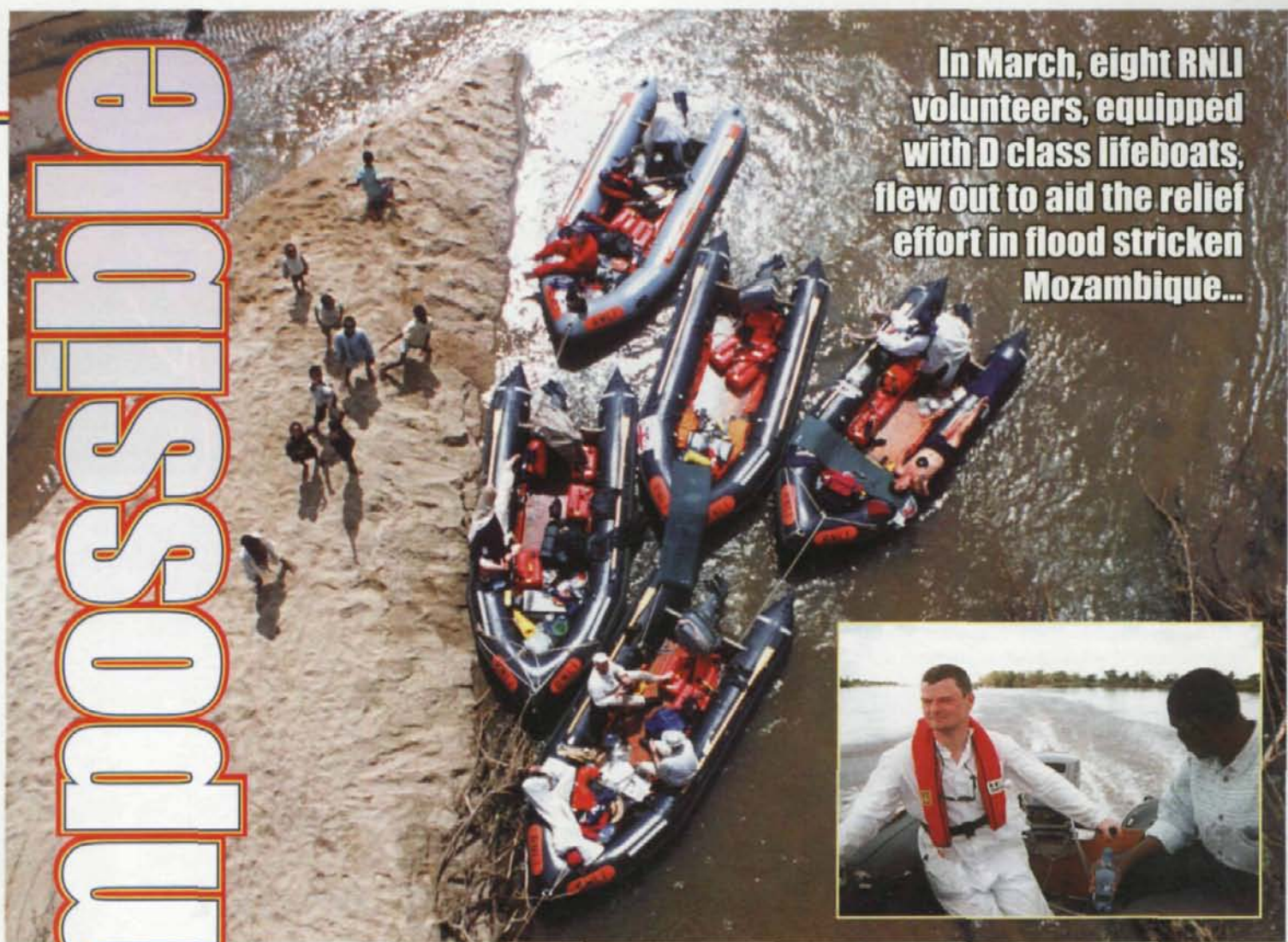
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Impossible Mission

In March, eight RNLI volunteers, equipped with D class lifeboats, flew out to aid the relief effort in flood stricken Mozambique...



'You haven't got a cat's chance in hell of achieving anything in those boats' said one local, smiling knowingly as he looked at the RNLI's collection of D class lifeboats...

To add further concern, a boatman with 20 years' experience of navigating African rivers shook his head in disbelief at the conditions surrounding them, 'I've never seen anything like this' he said.

Nothing could have been better calculated to undermine the confidence of the RNLI Mozambique rescue team as they prepared to take a medical reconnaissance mission to a remote area inaccessible by road or air.

The odds against success were indeed daunting.

They were being asked to sail for 80 miles without a chart up a river that had burst its banks and divided into many unknown channels.

It was flowing at 10 knots, so if an engine broke down the boat would be swept away downstream at an alarming rate and, while they wondered how they would survive an air temperature reaching 130 degrees Fahrenheit, the temperature of the river itself was even more worrying. The water that would be sucked into their engine cooling systems was itself over 100 degrees.

Crocodiles

The RNLI crews and their partners from the UK Fire Service Search and Rescue Team were already aware of the dangers from crocodiles, hippos and poisonous snakes.

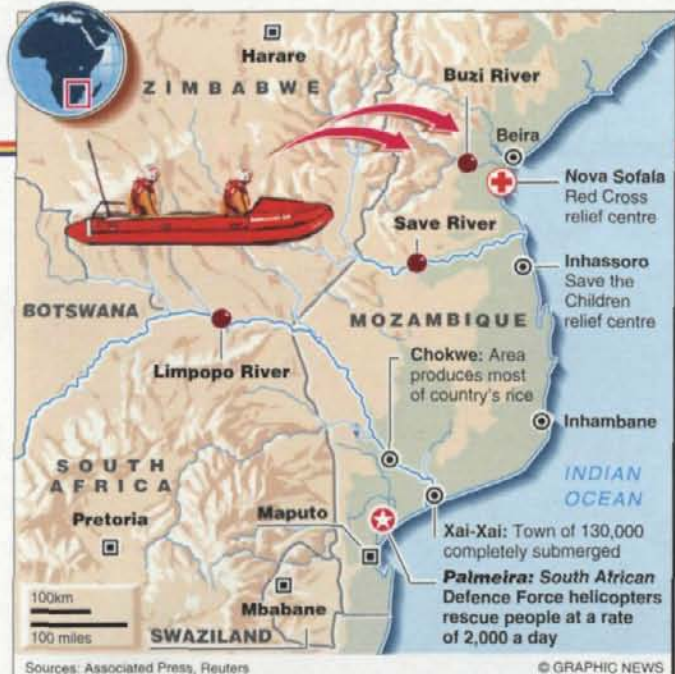
They had been warned about anti-personnel mines left over from Mozambique's civil war and, a former South African special forces soldier who had planted some of those mines himself, told them to be especially careful of floating trees.

'We used to hide mines in the trees and run

'We used to hide mines in the trees and run tripwires down the trunks to the ground,'

tripwires down the trunks to the ground,' he told them. 'That way, when the enemy chose a tree to





Mission Impossible

But 20 minutes after a fleet of four boats set off from their base on the delta of the Buzi river, it looked as if the prophets of doom might have been right. First one engine, then another overheated and stopped.

In the fast flowing chocolate brown torrent they could not see the bottom. So difficult was it to spot the channel that they constantly ran aground. After less than four hours they had made only 16 miles and already they had used up more than half of their fuel supplies. Running at such high temperatures was using up fuel much faster than at home.

Nervous

They pulled up on a beach to reassess the situation. It was so hot the soles of Mike Kingston's boots melted. The boat sponsons were too hot to sit on, so they plastered them with mud 'a la hippo' to cool them.

Ian said his brain felt as if it was cooking and it took him a long time to work things out. They needed more water – each man was drinking up to ten litres a day – and more fuel. They managed to get a message out via an ITN helicopter that buzzed them.

They failed to reach their destination that night. Three men spent a nervous night in a tent near the beach guarding the boats, while the remainder of



Above – Gary Payne holds up Mike's melted boots for the camera.

Main picture (other page) – The volunteers moor up and grab a quick break before moving out again. Inset – Ian Canavan and Aguinaldo Namburete take a D class up the flooded river.

shelter from the sun we could take out an entire squad.'

Faced with this catalogue of reasons why their mission would fail the leader of the RNLI's eight-man mission, Ian Canavan, Scots-born training divisional Inspector (Ireland), might have been expected to think of some other way of helping.

But the 'impossible' had already been achieved through the logistical triumph of getting the party, with their seven boats, mobilised from a standing start at home and transported to the beach at the mouth of the Buzi in five days.

'In African terms this was record breaking stuff,' said Ian, still marvelling weeks later at how the RNLI, the Fire Service and the Department for International Development pulled it all together so quickly.

Overheating

Ian reasoned that even if the engines frequently broke down through overheating they were unlikely to break down at the same time and, while one boat's stalled engine cooled down, another would tow it.

What they achieved



Desperately needed medical relief was brought to 10,000 people in villages marooned by floodwater, thanks to the RNLI's Mozambique rescue mission.

Crews ferried a doctor and logistician from the French medical agency *Medicins du Monde* to areas that had been written off as 'impossible' because helicopters could not land there and they were inaccessible by road.

The further up the Buzi river the team went the worse the condition of the people became, until they reached the settlements around the village of Goonda, where the hospital had been destroyed by cyclone and

flood. Starvation was beginning to get a grip and disease was rife.

The medics were able to make rapid assessments of their needs so that aid teams coming out from France could be sent to priority areas.

Before the RNLI left they handed over their remaining lifeboats and gave special training to personnel from aid agencies and the Mozambique maritime administration.

'A bright red flash was followed by an orange flash and the boat went up.'

the team slept in a Catholic mission in the bush.

Next day, further up the river, a South African helicopter found them and landed more supplies.

They used a personal distress flare to signal to it but, when one of the crew tried to dispose of it safely, it ignited petrol vapour and set fire to one of the lifeboats.

'A bright red flash was followed by an orange flash and the boat went up,' said Ian. 'Three of the guys hit it very quickly with fire extinguishers, but one of them had to jump overboard and, after a few seconds, it went up with a whoosh and sank'.

At least, as someone looking on the bright side remarked, it kept the crocs away.

Continued over...

Mission Impossible

Continued

Right – the relentless heat beats down on the brave volunteers and their D class lifeboats.

In all they visited six settlements with a combined population of 10,000 people, many of them desperately short of food and in poor health. In each settlement the French woman doctor and the logistician they had carried up the river made rapid assessments of what was needed so that later they could arrange for aid to reach the priority areas.

'They were in a pretty poor state,' said Ian. 'The further up the river we went the worse people were. It was very thought provoking.'

He has no doubt that the expedition saved lives. While one team was on the Buzi river, their colleagues were training the locals back at their base in Beira how to use the lifeboats they left behind.

Once back in Beira they looked forward to a much deserved beer with the local expert who



had predicted their failure. A power cut deprived them of this satisfying experience but, a fortnight after their arrival, they flew back to Britain knowing that they had played a small but vital part in the international relief mission.

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High Seas

More bird's eye views of RNLI lifeboat stations...



Marazion – South Division

Like a giant sand castle, the picturesque granite island of St Michael's Mount rises 100m from the waters of Mount's Bay capped with a real 14th century castle.

The causeway, which is revealed at low tide, connects the island to the mainland village of Marazion.

Marazion lifeboat station was established on the island in 1990 as a satellite station to Penlee, becoming independent a year later. The summer only station operates a D class lifeboat, which is housed along the island's small harbour front and launches down a concrete slip.



*Main photo (left) Ref: 661562
Detailed photo (below) Ref: 661576*



Burnham-on-Crouch – East Division



*Main photo (far left) Ref: 647776
Detailed photo (left) Ref: 647777*

Burnham, nestled along the deep running river Crouch, was once a centre of the oyster, cockle and whelk trade – because of its sheltered waters it has now become the goal of thousands of yachtsmen.

Lifeboats have been operating from Burnham since 1966 – first with a D class inflatable and, more recently, with the addition of an Atlantic. The station was relocated to the Yacht Harbour in 1996 complete with a new two-storey shore facility, which provides greatly improved crew facilities.

Continued over...

High Seas

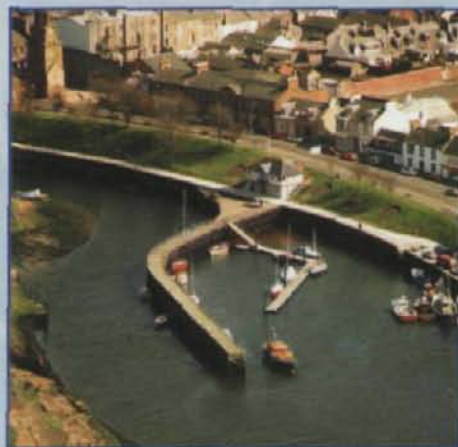
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Flanked by gardens and pathways, a sheltered and colourful harbour at the mouth of the winding water of Girvan is the base of a fishing fleet. The harbour is also home to Girvan sailing club and boats can be hired by sea anglers.

Girvan's first lifeboat station was constructed in 1865 on a site given by the Duchesse de Coigny. Today the station's Mersey class lifeboat lies afloat in the harbour just outside the shore facility, which was constructed in the early 90s.

Main photo (left)
Ref: 641469
Detailed photo
(right) Ref: 641478



Girvan – Scotland Division

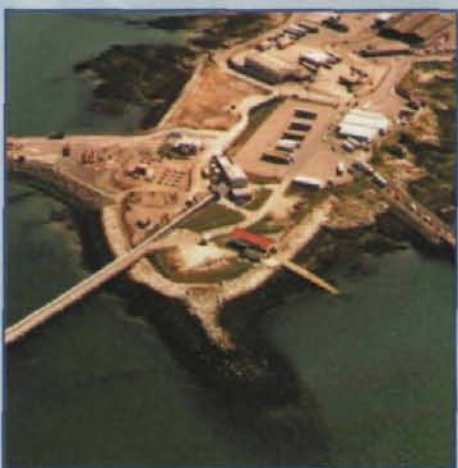


Holyhead (or Caergybi to Welsh speakers) is the largest town on Anglesey.

The harbour was built more than a century ago and its massive breakwater, sheltering some two miles of water from the fury of storms, took nearly 30 years to build.

Holyhead lifeboat station was first established in 1825, making it one of the three oldest stations on the Welsh coast.

The station has an illustrious history with four Gold, 32 Silver and 13 Bronze Medals for gallantry being awarded to coxswains and crews during that time. Previously operating all-weather slipway launched lifeboats, the station now has an Arun, which is moored afloat and a D class inflatable, which is housed in an extension to the slipway boathouse.



Holyhead – West Division

Main photo (above left) Ref: 645189
Detailed photo (above right) Ref 645186

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Girl Power

Mention the words 'Girl Power' and you probably think of the pop group, Spice Girls! So what has 'Girl Power' got to do with the RNLI?

In the early days of the lifeboat service, women either helped to raise funds or to launch the lifeboats. Today, although they still carry out these important tasks, there are many more opportunities for women to be involved in the success of the RNLI.

Here, we shall meet a few of these dedicated women to see what motivates them to give up their time and, in some cases, to volunteer for work that can be dangerous, in order to help save lives at sea.

LIFEBOAT CREWS

During the First World War, when many men were away, there was a reserve crew of women for the offshore lifeboat at Coverack in Cornwall (the station closed in 1979), but they never launched on service.

The first female inshore lifeboat (ILB) crew member was in 1969. She was Elizabeth Hostvedt from Norway, an 18-year-old student at Atlantic College (Wales), where the ILB is crewed by students.

There are now over 20 lifeboat women on the crew at Atlantic College, including **Renée Godfrey**. While studying at the college, Renée enjoyed being in charge of the maintenance of the Atlantic 21 lifeboat, servicing the engines and equipment on board and carrying out routine checks. She dislikes training in

the winter without a drysuit on! Although her studies are finished, Renée is still with the crew.



Renée Godfrey (centre).



Zandra MacKintosh Zandra is deputy second coxswain and emergency mechanic aboard Aberdeen's all-weather Arun class lifeboat and a crew member and helmsman aboard their D class inshore lifeboat.

"Being part of a team which is able to provide help to others is the best bit of the job," says Zandra "but getting cold and wet and sometimes being seasick is not so much fun!"

"It's the best feeling in the world when you get back from a successful rescue and you know that you made a difference as a crew member", says **Miriam De Regibus**, from Fenit lifeboat station in the Republic of Ireland. "But the best bit of all is the crew and being part of it".



Miriam De Regibus

FUNDRAISERS

This year it will cost £88 million to run the lifeboat service and, although hard to believe, every penny comes from voluntary contributions.

A large amount of this money is raised by our hardworking fundraisers. Without the money they raise the RNLI would not exist and so it's a big thank you to them!

Andrea Smith from Nottingham became involved with the RNLI when she joined Storm Force in the 1980s!

Although no longer with Storm Force, Andrea is now a member of the Grantham fundraising branch. Her sister, aged 10, is a Storm Force member!

She says "the best bits of the job are knowing that you are doing something worthwhile, even if you are in an area like ours, which is not next to the sea and knowing that, indirectly, you're helping to save someone's life." What she doesn't like is having to collect money on a cold, wet day when it's blowing a gale, holding a heavy collection box!



Andrea Smith

Sarah Newton and her friends were rescued by lifeboats from Hoylake and New Brighton in a diving incident in November 1996. In return for their help, she wanted to help the RNLI and is now a member and honorary treasurer of her local fundraising branch in Merseyside.

Sarah looks after the accounts, helps with collections and coffee mornings and presents talks to the public.



Sarah Newton

"The worst bit", she says, "has to be counting all the pennies as it takes some time but the reward is worthwhile."

"Despite the fact that I feel seasick even looking over a houseboat at the Boat Show and have no particular yearning to go to sea, except on a luxury cruise liner (!), I really enjoy fundraising both through singing Christmas carols with the choir and organising different events for other people's enjoyment", says **Thelma Manning** from West Sussex.

Thelma joined the Forest Row Lifeboat Choir in 1962 to raise funds by carol singing. She is also responsible for organising events such as flag day/week, netball tournaments, fun runs and barn dances.



Thelma Manning

Generations of **Mary Taylor's** family have been involved with the RNLI. Both her grandfather and father were coxswain of the Padstow lifeboat, two uncles were mechanic and winchman, her son is the deputy chairman of the Penlee fundraising branch and her grandson, James Taylor, is a crew member at Penlee and former Storm Force member!

Mary has done so much for the RNLI, involving herself in all of the local fundraising activities. Even from the age of four, she used to help fundraise with her Mum, who carried the collecting box while she held the flags and gave them to people! She likes to welcome the 'boys' when they return after a callout, knowing that they are home safely but doesn't like standing in the rain while fundraising!



Mary Taylor

LAUNCHERS

While the crew are getting kitted up for a rescue, the launchers make the lifeboat ready to go out to sea.

If it's an inshore boat, a driver is needed for the tractor, all-terrain vehicle or landrover, which pulls the lifeboat. Sometimes a number of launchers are needed to help get the lifeboat through the waves. **Aoife Hegarty** is a tractor driver at Bundoran lifeboat station in the Republic of Ireland. She launches and recovers their Atlantic 75 lifeboat with a Talus tractor and DoDo (drive on, drive off) launching trolley. Aoife is training to be an assistant mechanic and also helps out with maintenance of the tractor, trolley and lifeboat.

She says the 'worst bits' of the job are having to get out of bed at 3am when the pager goes off and then having to get up again for work the following morning! Aoife also gets lots of 'women driver' jokes from the lads!

Lynne Evans first became involved with the RNLI about 10 years ago, when she was an 'understanding' girlfriend, then wife, of the station honorary secretary. As a shore helper, Lynne made the trailer ready for net recovery of Cardigan's C class lifeboat.

With the completion of a new boathouse and two new lifeboats, an Atlantic 75 and D class, Lynne learnt to drive the tractor and reverse a land trailer. The next step was to become a trainee crew member as she lives very close to the lifeboat station, although Lynne still manages to launch the lifeboat on callouts!



HONORARY MEDICAL ADVISERS (HMA)

All lifeboat stations have an HMA, who is often the local doctor as well. HMAs help train the lifeboat crews in first aid and they go on callouts with the lifeboat when it is known that there are sick or injured people on board a casualty.

Dr Sara Hamilton's role at St. David's involves making sure people are fit enough to join the crew, carrying out regular medical examinations and advising crew members of certain health problems. She also runs first aid courses and exercises.

Sara says the best bits of the job are the feeling of a 'job well done' and being included as 'one of the lads'! What she doesn't like is being asked to go out when the weather is bad, as she is not a good sailor.

"Nothing teaches you more about people, teamwork and challenge than the RNLI. I am grateful for the opportunities I have had", says **Dr Fiona Ironside** of St. Bees lifeboat station.

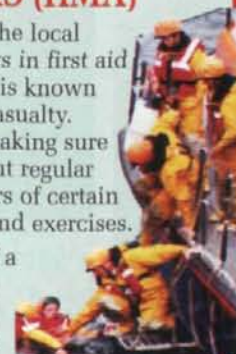
Not only is she the HMA but Fiona decided she would be of more value if she trained as a crew member. "I love the challenge of the elements and the team spirit. I think the time spent on the crew has helped everyone to know that I understand what it is like out there, which helps us to train for first aid situations."

Dr Kim Miller has worked with the Invergordon crew to produce enjoyable and practical first aid learning sessions. The use of fake 'casualties' makes the exercises very realistic and Kim's role extends to making fake blood props and sometimes baking cakes as a treat for the 'casualties'!

By sharing her knowledge and helping crew gain confidence in emergency treatment, they will be able to perform first aid with more confidence and success if a major emergency occurs.

When **Dr Penny Matthes** decided she wanted to do something on a voluntary basis, the RNLI was the obvious and best choice - her husband has been a lifeboat crew member for 13 years, they both sail and live only a few hundred metres from West Mersea lifeboat station!

She has carried out several medicals, attended and examined on the RNLI's first aid course and opened the RNLI's local charity shop!



Dr Sara Hamilton on a training exercise



Dr Fiona Ironside



Dr Kim Miller



Dr Penny Matthes

STATION HONORARY PRESS OFFICERS

The role of a SHPO (Station Honorary Press Officer) is to assist the Public Relations department at headquarters to increase public awareness of the work of the RNLI.

When a station's lifeboat is called out, or there is an interesting story to tell, the SHPO works closely with the Station Honorary Secretary (SHS) and deals with all enquiries from the media. This leaves the SHS free to get on with other important duties while the rescue is being carried out.

Patricia Johns of Newhaven lifeboat station became involved with the fundraising side of the RNLI in 1979. She soon realised that little or no publicity was available after their lifeboat had been called out and volunteered her services as a SHPO.

She says, "Being part of such a well respected group of people, seeing my efforts in the paper and on TV and knowing that everyone is aware of what our lifeboat has done are the best bits of the job."



Liz Middleton is very active in her role as SHPO for Kirkwall lifeboat station in Orkney.

She keeps in touch with the local press, organises the publicity after major events and assists with the organisation of such things as official visits and naming ceremonies. She also writes press releases and her administration role includes organising committee meetings and other assorted duties as required!

Liz says that "Being part of the 'lifeboat family' and meeting different people from all around the country with a common interest are the best bits of the job."



"I worry about what the crews are having to face", says Padstow's SHPO and station administration officer, **Patricia Dawe**. As soon as the lifeboat is launched on a shout, Patricia is alerted by pager and gets a call from the head launcher to let her know the details of the rescue. Depending on the seriousness of the incident, she will telephone or fax her local newspapers, radio and television stations to give them details of the callout.

Patricia is no stranger to the RNLI. She joined the Padstow ladies' guild in 1986 taking part in fundraising events and helping out on Lifeboat Day.

All these women, along with many others, form part of one of the largest teams across the UK and Republic of Ireland. A good team is made up of different types of people, both men and women, who can work well together. This is why the RNLI is so successful.

Many Storm Force members are already part of that team. They give up their time and, in some cases, even their pocket money to raise funds for the RNLI! Many Storm Force members go on to volunteer for some of the roles we have just described.

A former Storm Force member and now fundraiser, Andrea Smith sums it up very well when she says, "I found Storm Force wonderful and it inspired me to do more. I know my sister, who is now 10 years old, also loves it and always enjoys reading the magazine as soon as it arrives. All I can add is keep up the good work and, hopefully as I have done, your Storm Force members will continue their support throughout their lives."

General

South By South West (Painting the Channel Islands)

by Peter Collyer
published by Thomas Reed Publications at £27.50
ISBN 0 901281 84 0

This latest publication from Peter Collyer is a record of many trips to the Channel Islands that are home to his wife's family.

In a brilliant series of paintings and sketches, artist Collyer offers the beauty and drama of the islands he has grown to love. Accompanying the exquisite miniature watercolour pictures is a text that brings to life his travels in this fascinating and individual corner of the British Isles.

Historical and geographical facts fall in alongside local legends and happenings, with descriptions of the flora and fauna and stories of the people and places. The author's ability to visit a site and, as an artist, to capture its spirit makes this new book a real and rare delight.

Peter Collyer is well known to the RNLI. His award-winning book 'Rain Later, Good' was adopted by the charity as its 175th anniversary book. It has already run to three editions and raised tens of thousands of pounds in royalties for the lifeboat service.



Mont de la Rocque with St Aubin's Bay

(above) Mont de la Rocque with St Aubin's Bay and (below) Rozel Harbour on the North coast of Jersey, are just two from the many superb paintings and sketches to be found in South by South West.



The History of the Berwick-upon-Tweed Lifeboats

by Jeff Morris
published by the author at £2.50 (including postage and packing)

Berwick-upon-Tweed lies, at its name implies, at the mouth of the River Tweed, the natural border between England and Scotland, although the geographical border is just over two miles to the north. The town lies on the northern bank of the river, with Tweedmouth, the small port which is home to the town's fishing fleet and small commercial vessels on the southern bank.

As was often the case in the early years, the RNLI established lifeboat stations as a direct result of a major shipwreck and, indeed, such was the case at Berwick-upon-Tweed. On 10 November 1834, a large foreign vessel was wrecked near the pier at Berwick and most of her crew was lost.

As a result a lifeboat station was built at Spittal Beach in 1835 to accommodate a 'Palmer' type lifeboat. Managed by the Berwick Lifeboat Association, the boat was 26ft x 6'3, rowing six oars and costing £65.00, which was met by local subscriptions. As with all lifeboats prior to 1851, this lifeboat was a non self-righter.

The RNLI took control of the lifeboat station in 1854, at the request of the Berwick Lifeboat Association, and a new 'Peake' type self-righting lifeboat arrived at the station in October 1855.

As usual Jeff Morris's book is a comprehensive account of the history of the station's lifeboats and lifeboat houses, illustrated by period photos and describing some of the more interesting services carried out over the years.

The History of the Berwick-upon-Tweed Lifeboats is available from the author at 14 Medina Road, Foleshill, Coventry CV6 5JB for £2.50 including postage and packing.

For the yachtsman

The Language of Sailing

by Richard Mayne
published by Carcanet Press Limited at £14.95
ISBN 1 85754 168 5

Learn to tell your Spider from your Spile, your Spanker from your Spar and your Serang from your Settee . . .

Many dictionaries explain the technical terms of sailing. None, until now, has systematically set out to explore their etymology and evolution.

The Language of Sailing shows how many of the words are derived in complex and controversial ways from a wide range of European languages.

You may think you know the meaning of words such as knee, pudding, pink, table and pant, but this book will prove you wrong!

It is not intended simply to entertain sailors and scholars. Anyone interested in the literature of the sea will find here an unusual and suggestive resource. Sly humour stalks its pages. So does an immense amount of well-researched, practical and up-to-date information.

Using Radar

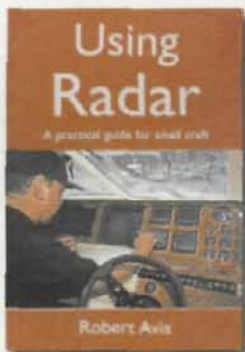
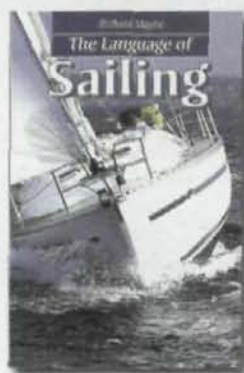
by Robert Avis
published by Adlard Coles Nautical at £10.99
ISBN 0-7136-5252-7

Using Radar is a clear and concise guide which will help potential purchasers make the right choice of equipment for their boats, as well as guiding existing owners through the wide range of facilities available.

Robert Avis, highly experienced in using radar 'for real', helps owners get the best from their sets, explaining:

- how radar works
- how to install, set up and adjust equipment
- radar's capabilities, inaccuracies and errors
- how to interpret the information displayed
- screen orientation
- collision avoidance
- blind pilotage
- integrating radar with other navigation aids

This book will help readers unravel the mystique of radar and enable them to make the most of its capabilities as a navigation aid on both yachts and motorboats.



The books reviewed here are NOT available from the RNLI. Please see either the address given in the text or contact a good bookseller quoting the author, full title and ISBN



On Easter Monday 2000, a rather special piece of RNLI history was recreated with grateful thanks to the organisers of the Streets Ahead launch parade in Manchester. The RNLI in the north west was successful in raising over £5,000 in celebration of the fact that Manchester was the first city ever to hold a charity street collection – the Lifeboat Saturday...

With the help and support of Cheshire Building Society and Barclaycard, the beautifully restored pulling and sailing lifeboat, *The Queen Victoria*, was transported to the north west and hauled through the streets of Manchester. Forty five volunteers from Barclaycard's regional centre raised sponsorship in a recreation of the Lifeboat Saturday 1891 as the starting point for a year of awareness raising and fundraising in the city.



The story of the first ever Lifeboat Saturday is well known to most RNLI supporters and enthusiasts. On the night of December 1886 the German barque, *Mexico*, ran aground in the Ribble estuary off the north west coast. Southport, Lytham and St. Anne's lifeboats were launched to aid the crew of the *Mexico*. The Southport and St. Anne's lifeboats capsized, with 27 crew losing their lives – the worst lifeboat disaster in the history of the lifeboat service.



Charles Macara (left) was a prominent Manchester businessman of the time and had a house in Lytham to escape from the hustle and bustle of Victorian Manchester. With a passion for the sea, Macara was chairman of the RNLI St. Anne's branch and, following the lifeboat disaster, sought to involve the city of

Manchester in raising funds for the relief efforts and was instrumental in organising Lifeboat Saturday on 17 October 1891. The ensuing parade, in which a lifeboat was pulled through the city street from Manchester's impressive Town Hall in Albert Square, raised a total of £5,500 – with an estimated 2 million people contributing to the fund.

Bringing *The Queen Victoria* to the modern city of Manchester was no mean feat and posed such difficulties as navigating the one-way systems and finding a secure place to moor her overnight! Thankfully, Manchester's premier exhibition venue, Gmex, came to the rescue and the old lifeboat made a stunning sight against the Manchester skyline. Each year the Streets Ahead launch parade is an impressive start to a month long arts festival. With 50 entries this year, and an expected audience of thousands, the RNLI had to be shipshape early in the

day, for its parade entry was one of the biggest – with two boats and over 60 people to assemble on a chilly and, you guessed it, rainy Manchester morning!

The Barclaycard team donned RNLI tee-shirts with pride and made ready at the ropes, while regional office staff and volunteers from a number of north west branches looked a dapper bunch in their Victorian costumes. Volunteer Tom Ridyard took his place as coxswain, complete with cork lifejacket, sou'wester, theatrical beard and megaphone and kept the pulling



team in line, as well as entertaining the crowds with his nautical banter. More volunteers in modern kit followed *The Queen Victoria* alongside a D class lifeboat. A burst of afternoon sunshine put smiles on all faces and dispelled the myth that it always rains in Manchester.

With cheers from the crowd as the boat was hauled past the rebuilt city centre following the bomb of 1996, the historic buildings of the city, such as the Royal Exchange, made a poignant backdrop for *The Queen Victoria* in reflecting the original prints of that first ever Lifeboat Saturday (above). Met in Albert Square by the 10 Lord Mayors of Greater Manchester, the recreation was complete and finished in the exact spot that Macara led his parade from all those years ago.

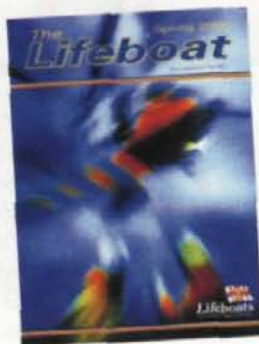
The recreation, in conjunction with the RNLI Manchester flag weekend and collections at two branches of Cheshire Building Society, was successful in matching Macara's total and raised a fabulous £5,500 with all costs covered by Barclaycard and Cheshire Building Society.



Text by Jo Heathcote, fundraising events organiser – north west
Colour photos by John Truran, editor – Lifeboat Enthusiasts Newsletter

Saturday revisited

Your Letters



What's the cover story?

The cover of the Spring issue of *The Lifeboat* certainly sparked some lively correspondence last quarter. Some of you thought it was a refreshing change, others weren't so keen.

Here follows just a few of the letters we received...

Appalled and disappointed, that was my reaction to your Spring front cover. Chris Taylor's description and arty clichés didn't help either, just what was he talking about? It still resembles an explosion in a paint factory. Can you imagine the crew member portrayed showing it to his mates and saying, 'That's me, the blur on the left.'

I look forward to the return of your usual excellent and dramatic shots of boats in action.

Mr L Crow
West Yorks

I have today received the new issue of *The Lifeboat* and must compliment you on a truly excellent edition. It's full of news, good photos and, I cannot put my finger on it, but you seem to have re-vamped it!

Well done, I look forward to the next one. Many thanks for all your good work

Peter Caldwell
via email

I have just received the latest copy of *The Lifeboat*. What were you thinking of, using this photo as a cover? I had to read the text inside to figure out what it was.

I am not finding fault in Doug Currie's photographic techniques in any way and if he has an exhibition of shots like this I admire his achievement but it has no place on the cover of this journal.

The front cover of *The Lifeboat* should be instantly recognisable as an image illustrating the work of the lifeboat service, a sharp impressive picture, not a blur. If I entered a photo like this in the new Kodak/RNLI photo competition, I am sure that it would be laughed at and placed in the bin and not on the judges' table.

There are thousands of photos in your picture library, try using some of them!

Tim Stevens
via email

I have just received and read my copy of *The Lifeboat* Spring 2000. Love the cover! The contents are, as usual, superb.

Phil Worthington
via email

A fishy tale



Following a recent letter to RNLI Honorary Librarian Barry Cox regarding a 4ft cast iron codfish collection box at Robin Hood's Bay, we have now established that 'the fish' is considerably older than we first thought – with records of contributions dating back as far as 1887.

The photograph shows the fish and Will Storm who was coxswain of the rowing lifeboat *Mary Ann Lockwood* from 1903 to 1920. The young girl is thought to be Gladys Dixon.

The old fishermen used to encourage youngsters to put a penny in the fish's mouth by saying it would flick its tail – when it didn't they were told to try again. No wonder it has

proved a steady earner over the years!

The fish is situated at the top of the slipway next to the old Coastguard station and lifeboat house and is very much part of the old village. A plaque records that it was presented by Captain Isaac Mills and his wife.

Although being moved during the war years and again in the 1960s, when the old Coastguard station was converted into a marine laboratory, the fish has always been returned to its original position to carry on its good work for the RNLI.

The National Trust is now converting the lab back to its original form and will remove the fish for safe keeping while work is in progress, returning

it restored and refurbished when the work is completed.

I would be interested to hear from readers if there are any other unusual or very old collecting boxes around the country.

Raymond Pennock
Alpha House
Flying Thorpe
Whitby
North Yorkshire
YO22 4TR

Letters from readers are always welcome.

Address them to:
The Editor,
The Lifeboat, RNLI,
West Quay Road, Poole, Dorset BH15 1JZ
or email us at:
thelifeboat@rnli.org.uk

All submissions should be clearly marked
'for publication'

Save our boatbuilders!

In the News section of the Spring issue I was disturbed to read about a Swedish lifeboat arriving for trials.

I have no doubt that the Swedish boat will be excellent and will fulfil all the requirements of the RNLI but, in Teeside, we are extremely sensitive to the destruction of our shipbuilding industry. The Royal Navy is already wanting a French company to tender for four new warships covering billions of pounds. I am sure that if the British yards were asked to tender for this type of lifeboat they could amply meet all requirements and provide much needed employment for the skilled ship builders of this country.

You help those who are sinking – think of British industry, it is in dire straits. Help to throw a lifeline and help rescue Britain.

David Bayliss
North Yorkshire

RNLI Engineering Manager Bob Cripps replies:

As a professional Naval Architect I am in total agreement with you regarding the destruction of the UK shipbuilding industry. I have worked for nearly 26 years in the ship and boat building industry and, as such, would not agree lightly to anything that further reduces this country's capability to build ships and boats.

The article to which you refer was very brief and as such, did not fully explain the purpose of the trials and how they fit into the RNLI's boat development programme.

We are currently looking at the development of a 35-knot all-weather fast response lifeboat and, as you can appreciate, operating at these higher speeds presents a number of problems, both in the design of the boat and to the crews themselves. Therefore, since the Swedish Rescue Service already operated a 35-knot lifeboat, it was decided to evaluate this boat to see whether it would meet the RNLI's requirements. At the same time it gives us the opportunity of getting crews to try a 35-knot water-jet boat in UK waters before making any firm decisions as to the way ahead.

While these trials are being undertaken we are also undertaking a design exercise developing a boat to meet the requirements.

When the trials and design exercise have been completed, we will then be deciding on the most appropriate way to proceed.

It has never been our intention to purchase a boat from Sweden. We have already discussed and agreed with our Swedish colleagues that, if we decide on adopting the Swedish lifeboat concept, we would develop the boat ourselves and then get the boat built by a suitable yard in this country.


I hope that the foregoing helps to allay your fears and, rest assured, as someone who makes their living from the ship and boat industry, I wish to preserve this country's involvement in this industry.

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Mayor of Poole picks the winners

Councillor Bill Wratham, the Mayor of Poole, (pictured left with David Brann, RNLI Marketing Manager) dropped by RNLI Headquarters in April to draw the winning tickets of the 89th national lifeboat lottery.

The draw raised nearly £238,000 in ticket sales and first prize – a trip for two to New England, USA plus £500 spending money – was won by Mr S J Burgess of Cambridge.

The cash prize winners were:

- £1,000 – Miss J Atkin, Anglesey
- £500 – Mr & Mrs J F Knopp, BFPO12
- £250 – Mr G P Craig, Canterbury
- £100 – T Bromley, Templecombe; Mrs J Wallington, Scarborough; Miss J Atkin, Anglesey; P Newman, Clifton; Ms A Finn, Canterbury

Model lifeboatman



Tynemouth crew member, John Martin, recently unveiled a hidden talent when he posed as a model, alongside his wife Janet, for the new Royal Quays Marina Yearbook.

John and Janet (left), who are both keen sailors, took part in the photoshoot and, in the process, helped to raise funds for the Tynemouth Lifeboat Appeal Fund.

'We did it as a favour really, but we were really pleased when the marina said that it would give a donation to the lifeboat appeal fund,' said John. 'We really enjoyed taking part, but I don't think either of us will be taking up modelling as a career. Personally, I'm much happier on the lifeboat!'

Across the waves



A Frenchman found a surprise from the RNLI in his garden – a 175th anniversary balloon that had blown across the sea to Brittany. Joseph Lanoë, a radio amateur from the seaside town of Erquy, took the trouble to contact a British radio ham for the Institution's address and wrote with a report of his discovery.

Frances Aldridge, public relations campaigns manager, replied that they had received several calls from people in the UK and Ireland who had found balloons but his was the first reported overseas landing.

Tribute to Thurso heroes

The people of Caithness paid tribute to the Thurso lifeboat crew at a civic reception in January in the Pentland hotel, Thurso. Coxswain Farquhar and his crew were honoured for saving the skipper of the burning chemical tanker *Multitank Ascania* and for preventing an ecological disaster in the Pentland Firth.

At the civic reception there were representatives from all the emergency services, council employees, who manned the emergency control rooms during the incident, and local voluntary groups such as the WRVS.

Following a splendid four course meal, guests were shown video footage of the rescue and Convener of Caithness, Councillor John Rosie, gave a speech and presented Coxswain Farquhar with a framed certificate.



Photo: Angus Crag

On Station

The following lifeboats have taken up duty:

ALL WEATHER

Relief fleet – Trent 14-29 (ON 1245)
Inner Wheel II on 3 April 2000

INSHORE

Atlantic College – B763 Colin James
Daniel on 1 March 2000



CAUGHT ON CAMERA



Galway lifeboat crew members put the Atlantic 75, *Dóchas*, through her paces during a training exercise on 3 February 2000.

Photo: © Philip Cloherty

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The Fundraisers

Appeal reaches £75,000



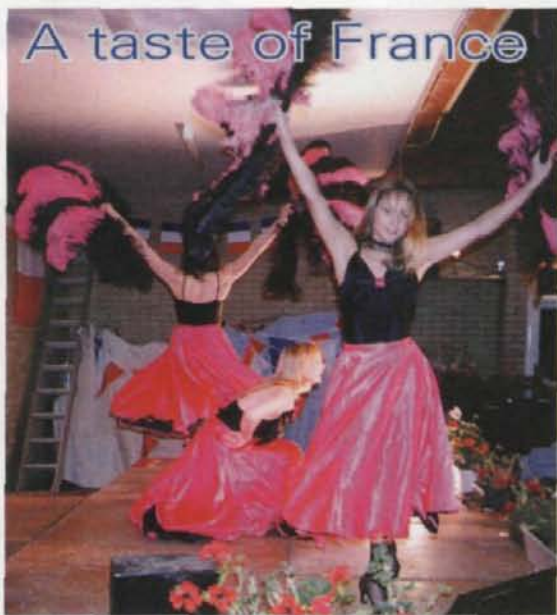
Cleveland listeners, a special presentation was held at Hartlepool Historic Quay on 3 March. Presenter Matthew Davies hosted the event for over 100 listeners, who enjoyed songs from the Hartlepool Male Voice Choir and music from The Candlelight Quartet. Following the cheque presentation there was a water display by the Hartlepool lifeboat crew in the marina.

BBC Radio Cleveland's Lifeboat 2000 Appeal has now reached the target of £75,000 to purchase an Atlantic 75 class inshore lifeboat for Hartlepool.

The news was broken to thousands of listeners in February on the Breakfast Show by Chris Baxter and Caroline Davis. They were joined in the studio by station presenters to celebrate the amazing success story of the appeal reaching the target within a year of its launch last March. Val Nixon of the RNLI and Mike Craddy of Hartlepool lifeboat thanked listeners for their help and kindness shown through the duration of the appeal.

To celebrate the news and to thank BBC Radio

A taste of France



Can-can girls were popular entertainers at a French Connection evening, staged by the Middlessex forum at the end of November – raising nearly £3,000 for the RNLI.

A church hall near Heathrow Airport was magically transformed into a French village, complete with shops, the local artist, bistro and pissior! One hundred and sixty guests in fancy dress (including Napoleon and Josephine) were served a sumptuous three course dinner with French wines.

Chelsea thanks

RNLI Director Andrew Freemantle visited the Royal Hospital in Chelsea in March to present certificates of thanks to five Chelsea Pensioners, who collected £10,300 at the London Boat Show in January. Since 1995 the pensioners have raised a marvellous £75,000 for the lifeboats at the Boat Show alone.

Soccer stars kick off appeal

Soccer premier league personalities Roy Evans and Howard Kendall

were in Portrush recently to help launch the appeal fund for the resort's new £1.8m Severn class lifeboat, which is due to go on station next year. Getting the appeal off to a fine start was a cheque for the magnificent sum of £28,500, handed over to the appeal chairman by representatives of the Portrush Raft Race committee.



The picture shows (from left to right) – Robin Cardwell, coxswain; Julie Humpries, crew member; Liz Steele, Coleraine Borough Council; Fay Scott, raft race committee; Terry Loughlins, Guinness; Roy Evans, former Everton manager; Howard Kendall, former Everton manager; Lynn Rafferty, appeal organiser; Robert Corbett, appeal chairman and John Scott, station secretary.

Surprise, surprise!



Julie Unite from Perth got the shock of her life earlier this year when she found out that she had won first prize in the 1999 RNLI National Car Draw.

Julie (centre), who is currently studying in Japan, made a special flight home in February to receive the brand new Land Rover from Andrea McArthur of Land Rover (left) and Maren Caldwell, RNLI national organiser, Scotland. Julie and her

family had always bought tickets to support the lifeboats, as her father worked at sea for many years, but she said she never expected to win first prize.

Once again, the car draw proved highly successful with the year's national total boosting funds by over £185,000.

WINNING FUNDRAISING FRIENDS

The Fundraisers

More examples of how branches and guilds are encouraging individuals and groups to get involved with activities and events...



Youth group members from St. Peter's Church in Pembury raised £466 for lifeboat coffers in March by washing cars and selling home-made cakes.

The group of 14 youngsters presented a cheque to Peter Chartes, chairman of Pembury branch, and were treated to a film show and talk on the RNLI's work in return for their good deeds.



The fundraising efforts of Manor Park Holiday Village in Hunstanton led to a £4,000 cheque presentation to the town's lifeboat station earlier this year. Manor Park raises cash for worthy causes every year and the RNLI was chosen as its nominated charity for 1999. Caravan owner Roger Baker organised many events for the cause along with the park's race nights and bank holiday auctions.

Upon receiving the cheque Geoff Needham, RNLI deputy launching authority, said, 'It was quite overwhelming, they really have done us proud.'

Photo: © Anglia Newspapers Ltd

SOAPY SATURDAY



The 1st Mousehole Boys Brigade (left), took up mops, buckets and brushes to clean Penlee lifeboat earlier in the year to raise cash for the Boys Brigade Lifeboats 2000 project.

The boys collected over £700 in sponsorship for the national appeal which aims to fund four Atlantic 75 lifeboats for the RNLI and has so far raised £28,300!

SPORTING AUCTION



The directors of Alston Limestone Company held a sponsors evening at the National Glass Centre, Sunderland, in December to raise funds for RNLI Whickham branch.

A charity auction was held offering many items including autographed Sunderland and Newcastle United football shirts and other north east sporting memorabilia. Mr Jones, company manager, presented a cheque for £1,500 to Whickham branch chairman, Mrs Riley.

BOXING DAY dip

This incriminating picture of Rab Rice, Larne lifeboat mechanic, and his 'girlfriend' was taken at the East Antrim Boat Club sponsored swim on Boxing Day 1999.



The event saw 23 swimmers from the boat club, local lifeboat and the Atlantic Challenge Group braving the icy waters to raise money for the Larne RNLI branch. Total sponsorship for the day broke all previous records, bringing in £3,600 - with, hopefully, a few pennies left over to buy the poor girl some new clothes...

FESTIVE FUNDS

North Kessock lifeboat crew received a late Christmas present in February when Inverness Choral Society presented them with a cheque for £2,100. The singers performed their annual 'Carolothon' in December to help swell lifeboat coffers and to fund further charity concerts.

The Fundraisers

From a great height...



On a cool Sunday morning last September, RNLI North East region held its sponsored abseil from Humber Bridge with some 200 supporters participating, including 100 members and friends from the 1st Heckmondwike Scout group in West Yorkshire.

The event proved to be a real money spinner, raising over £9,200 for the lifeboats. The above picture shows Whitby lifeboat crew members ready to make their descent.

The old heave-ho

Trainee firefighters from the Devon Fire and Rescue service (pictured below) chose the RNLI to benefit from the public service element of their course.

The tough and energetic group towed their historic fire engine all the way from Torbay lifeboat station to Torquay, raising £2,000 as a result.



Sitting pretty



MFI Homeworks stores on the south coast joined forces to help the RNLI with a donation of furniture worth £900. Poole lifeboat crew members were delighted to receive 25 chairs from Vijay Mistry, regional sales manager, who was joined by managers from the participating Poole, Christchurch and Southampton stores.

Vijay and the three other MFI Homeworks managers decided to take action following a previous visit to present the crew with a £1,000 donation and speaking to crew members about the need for furniture at the station.

CORPORATE RELATIONS Update



Bishop Skinner Advantage, the official RNLI **Offshore** insurance scheme for boat owners has raised a tremendous £12,000 in its first year. In addition to the donation to the RNLI, **Offshore** members are also entitled to a 10% discount on most marine policies operated by Bishop Skinner. 'We set the scheme up to provide a first rate service for **Offshore** members as well as raising funds for the RNLI' said James Vaughan, corporate relations manager 'and clearly the demand over the last year has

demonstrated that it is working well on both counts!' For more information call Bishop Skinner direct on 0800 783 8057




James Vaughan

International Coatings Ltd, who manufacture the International range of maritime paints have become the title sponsors of **Offshore** News for the rest of this year. International and the RNLI have had a long association together and this is a further example of this well known company supporting the fundraising activities of the RNLI.

And finally, a special thanks to both our bankers **HSBC** and to **De Vere Hotels**, who were both very generous in their financial support for a recent RNLI conference held in Manchester.

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The Fundraisers

Mini money maker!



Bangor branch secretary, Mark Roberts, has lent his unique 1275cc Mini Moke to RNLI fundraising efforts in North Wales.

The Moke has been completely re-sprayed, flagged in RNLI colours and carries a range of equipment used by the service. Mark said, 'It's become an amazing attraction. Kids love it for the gadgets it carries and dads love it for the nostalgia of the 1970s...'

Mark and his Moke are shown left, together with Rhyl lifeboat crew members and the Dean of St Asaph Cathedral, after the Dean dedicated the car to the service of fundraising. It went on to raise more than £4,500 in just a few weekends and is scheduled for a busy summer season.

Photo: Glynn Morris

Line dancers



The sister of Calverton ladies guild chairman is part of the dance outfit, Sue's Stetson Stompers, which offered to hold a sponsored line dance to boost branch funds.

The event proved to be a great success, raising over £2,000 from one Saturday morning.

Photo: David Whyatt

Malt 'n' Salt

Oban Distillery recently handed over a cheque for £14,000 to RNLI Oban branch as its share of the popular Malt 'n' Salt weekend held last Summer.

Stalls were set up in the distillery and the money taken from tours was donated to the lifeboats. At the same time the local lifeboat was moored up in Oban Bay and open for the public to go on board and have a look around.

The distillery's parent company, Diago, generously double up the sum raised by the distillery over the weekend.

Royal visit

The Princess Royal made a point of visiting the RNLI stand during a visit to the National Boat, Caravan and Leisure Show at the Birmingham NEC in February. The photograph shows Princess Anne greeting Jacky Clifford, chairman of Erdington branch.

The nine day show raised over £10,000 for the RNLI from donations and the sale of merchandise, and the stand is built and run by local volunteers under the organisation of Jacky and her husband, Chris.

Photo: Post Studios

Record breakers



Earlier this year the Louth branch of the Vintners Federation of Ireland broke all records by raising £6,100 for the Clougher Head lifeboat at its annual ball.

The money was collected through a raffle and auction, which took place at the ball.

Suits you!



A Union Flag jacket was just the thing to make master of ceremonies, Steve Stanton, look the height of sartorial elegance. He wore the jacket, made and donated by David and Jenny Ames of Bridlington, at a Christmas event he organised for the Royal Yorkshire Yacht Club. The flashy jacket caught so many admiring glances and

comments that Steve decided to auction it for lifeboat funds at the end of the evening.

Following some lively bidding, the jacket was knocked down to £160 by Captain Norman Woodhouse (pictured above). A further £50 was added when unsuccessful bidder, Philip Wright, discovered that Steve had pinned a Wright Homes advert to the back claiming that they had a sponsor!

Having enjoyed wearing his patriotic apparel for the Millennium celebrations, Norman intends to give it another airing at the Proms in the Park later in the year.

7,000 starting in 2000



Remember New Year's Day 2000? Now imagine it without the hangover, a distinct spring in your step and an accepted first proposal of marriage – together with the prospect of spending the next two years walking around the country in aid of the RNLI!

This was the exact story at New Brighton lifeboat station when Martyn King and Alison Shaw stepped out on their epic journey to cover 7,000 miles of coastline and visit every lifeboat station along the way. The couple financed their walk by selling many of their possessions, giving up their home and abandoning the comforts of a hot bath, clean bedding and dry clothing.

Anyone wishing to make a donation to Alison and Martyn's fundraising effort can do so at any Post Office. The account details are: RNLI Round Britain Walk, account number 46 067 3289.

...In Brief...In Brief...In Brief...In Brief...In Brief...

During a recent collection at Tesco in Five Ways, **Birmingham** branch collected £899 in donations from generous customers.

Greenwich branch, together with the assistance of the West Kent Battalion of the Boys' Brigade, held a collection in March at Charlton Athletic football ground, The Valley, for the home match against Queens Park Rangers – Charlton went on to beat QPR by two goals to one and the branch raised £1,258!

A small group of lifeboat supporters from Locking, near Weston-Super-Mare, recycled just over 100 tonnes of newspaper over the past five years which swelled lifeboat coffers by £2,900.

The fundraising friends of **Driffield** guild at The Kings Arms in Bridlington have been working hard throughout the year. During the Christmas period they raised over £1,000 with some unique ideas,

including a swear box, hamper raffle and a 'swearathon'. Ace collector, Phil Ibbotson, was very successful with his personal 'gob shut' event – much to everyone's surprise he communicated throughout the day by showing cards and managed to raise a further £231.

Material remnants donated to **Braunton, Croyde and District** branch by a local store have been used by Audrey Brock and Joan Sabin to make bedspreads, cushions, tea cosies and knitting bags. They have raised some £500 over the past three years.

Farnworth and Kearsley branch took part in a hugely successful jazz jamboree evening which was promoted by local band leader and journalist, Fred Shawcross. Former greats from the Ted Heath Band and John Dankworth Orchestra played alongside Fred and his local jazz group to a packed and enthusiastic audience of 300

jazz fans. The evening raised just over £1,000 for the lifeboats.

Celbridge Scouts and Guides from Co. Kildare in Ireland recently did 'bag packing' in their local Tesco supermarket – raising £1,275 for **North Kildare** branch.

David Mitchell, who has in the past raised cash for lifeboats with his slide shows and lectures on his travels at sea, gave a free show in February at the Arts Centre in Greenham Common, Newbury in aid of **RNLI Newbury and District** branch. The subject of his talk was 'From Tahiti to Hong Kong around the Ring of Fire' which helped to raise £1,087 in donations with a further £100 coming from souvenir sales.

Two-year-old Eleanor Armstrong of Grantham, recently visited Skegness lifeboat to present a hand held Dragon searchlight to the crew. Eleanor is a Storm Force member and is also

the youngest member of the **Grantham** branch. She raised (with some help from mum!) almost £150 from the sale of Christmas goods last year, which covered the cost of the searchlight.

The 64th City of Dundee Rainbows and Brownies recently held a coffee morning selling goods the girls had spent weeks making. The event raised £1,000 for **Broughty Ferry** lifeboat.

Newly reformed **Benfleet and District** branch got off to a flying start – raising £5,000 in its first year. Benfleet Motor Yacht club held a fun day last August, which boosted branch funds

by £1,853 and the local Mahal Indian restaurant donated £227 from a curry evening. Other events included quiz nights and darts matches. The branch also received an anonymous donation of £1,000 from a generous local resident. Still in its infancy, the branch welcomes new members to lend a hand – anyone interested should contact Nick Ford on 01268 753360.

In March **Lichfield** branch organised a most successful annual luncheon at the Civic Hall, Lichfield. The event, which has been held annually since 1969, was attended by Regional Manager Elaine Close, and raised £1,740.

Notice to contributors

We are always pleased to receive any material intended for publication. However, due to space restrictions and the huge quantity of submissions received, it is impossible to publish every article received.

In order to keep administration costs down, contributions will not usually be acknowledged. Every contribution is considered and we do try to be as fair as possible. So keep those articles coming in – yours could be featured next time.

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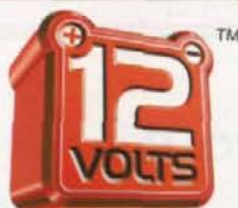
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£7,500	Monthly	£129.65	£246.72	£664.29	11.9%
	Total	£10,890.60	£8,881.61	£7,971.43	
£5,000	Monthly	£88.82	£166.62	£444.99	12.9%
	Total	£7,461.30	£5,998.28	£5,339.79	

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LOAN	7 year	3 years	1 years	FIXED APR	
£12,500	Monthly	£267.33	£464.45	£1,193.95	9.9%
	Total	£22,455.18	£16,719.90	£14,327.31	
£7,500	Monthly	£169.61	£286.08	£723.31	11.9%
	Total	£14,247.28	£10,296.75	£8,679.71	
£5,000	Monthly	£116.20	£193.21	£484.52	12.9%
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Into the archives

Throughout the RNLI's history the Annual Presentation of Awards has always made national news. Many supporters would have heard of a Medal for Gallantry or a Badge for voluntary work but Barry Cox, RNLI honorary librarian, has been dipping deep into the archives to remind us of an award which has almost been lost in the mists of time – the 'RNLI Cross'...

Up until the turn of the 20th century, the RNLI had recognised help given by supporters with various presentation items, including binoculars, telescopes and barometers.

At a committee meeting on 16 April 1901 Chairman Sir Edward Birkbeck proposed that 'a Decoration be established by the Institution, like the specimen submitted and designed by the Secretary (Charles Dibdin), for presentation to Ladies and others who had rendered valuable service to the Institution other than the saving of life'. It was then agreed that the decoration be awarded to ten ladies 'who had done good work for the Institution during the last 5 years and upwards as Branch Honorary Secretaries'. This list included nine ladies who had served in that capacity, and one 'who had been very active in promoting by personal work the Ladies' Auxiliaries at Manchester'.

The criteria for this new decoration had evidently not been properly considered because, at the next meeting on 7 May, new guidelines were agreed. Thirty-six Honorary Secretaries (all men) 'of 20 years and upwards good service' were honoured. In one case, the recipient's daughter was authorised to wear the award as she had, for many years, helped her father.

After the first numerous awards in 1901, only 18 further awards were made up to early 1909. On 9 February that year, a special sub-committee considered the decoration. At the first and only meeting, held on 19 May, it was decided that a decoration be established in two classes, persons of both sexes being eligible. The Patron, President, Chairman and Deputy Chairman were to receive and hold, ex officio, the Decoration of the First Class.

Initial designs of the new decoration were submitted to King Edward VII in August, but he indicated that 'the proposed decoration was too much like an order and that he did not therefore approve it'. He indicated that he would not at all object to a 'Badge'.

A new design was produced by Messrs Garrard & Co Ltd in May 1910. King Edward VII had died on the 6 May, but the Finance and Correspondence Sub-Committee on the 10 May 'recommended that the design be submitted to His Majesty' (King George V). Approval was reported on 11 August and 20 gold and 50 silver badges were ordered. Specimen decorations were submitted, but they were considered unsatisfactory, and fresh design was sought.

A new design was prepared by Mr Burke of the College of Heralds. At the Committee of Management meeting held on 1 August 1912, the final resolution concerning the new RNLI Decoration was passed:

To provide a means of conferring honorary

reward in recognition of distinguished, exceptional and long and faithful services other than those for which the Medals of the Institution are given, the Committee of Management, with gracious permission of His Majesty the King, Patron of the Institution, have instituted a Decoration in two classes.

Persons of both sexes are eligible for the Decoration.

In the First Class the Decoration is a wavy cross in dark blue enamel, mounted in gold with the letter RNLI in gold between the arms, interlaced with a rope, and suspended by a gold ring from a blue watered silk ribbon of the same shade as the enamel.

In the Second Class the Decoration of the same design, but in silver mounting instead of gold.'

Early in 1913, the first five First Class awards were made, to the ex officio holders – Patrons, King George V and Queen Mary; the President, the 7th Duke of Northumberland; Chairman, the Earl Waldegrave; and Deputy Chairman, Sir John Cameron Lamb. On 13 February, four further First Class awards were voted to Sir Fitzroy Clayton, former Chairman; George F Shee, Secretary; Commander Thomas Holmes, Chief Inspector of Lifeboats and Commander St Vincent Nepean, former Chief Inspector of Lifeboats. One more First Class award was made on 13 March to Colonel T H Cornish on his retirement after 27 years as Honorary Secretary at Penzance.

No further awards were made as a note in the records states: 'Further issues not approved by the King'. At the Committee of Management meeting of 14 May 1914, a letter was read from Colonel Sir Douglas Dawson stating that 'when the King approved the design for the Badge, His Majesty was under the impression that he was only carrying out what King Edward had already sanctioned but, in the absence of documentary evidence to the effect, the King having a strong personal objection to the badge being worn, is opposed to it'. Those already in possession of the badge were allowed to wear it but, as from 24 April 1914, no further such awards were allowed.

Thus, in all, only ten awards of the 'RNLI Cross' were voted – all First Class. Although the whereabouts of one of these is known for certain, only an example of the Second Class cross is in the archives in Poole.

It is sad that such a well-designed and attractive award did not have a longer life. Also, unfortunately, there is now no record of the design of the 1901 decoration.



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BARRUS

Lifeboat launches

Aberdeen Arun: Nov 2, Nov 28, Jan 24, Jan 30, Jan 31, Feb 4 and Feb 29 D class: Jan 7, Jan 21, Jan 31 and Feb 4	Berwick-upon-Tweed Mersey: Dec 2, Dec 24 and Dec 27 D class: Dec 24 and Dec 27	Cromer Tyne: Dec 16 and Dec 22	Fraserburgh Tyne: Nov 17, Nov 27, Dec 26 and Jan 29	and Jan 9 Kilmore Quay Mersey: Dec 21
Aberystwyth Atlantic 75: Jan 22	Blackpool D class: Jan 6, Jan 9 (twice) and Feb 6 (twice)	Cullercoats Atlantic 21: Jan 4 and Feb 29	Galway Atlantic 75: Dec 24, Dec 29, Jan 16, Jan 19, Feb 18 and Feb 20	Kilrush Atlantic 75: Nov 10 and Dec 11
Achill Island Trent: Nov 9, Jan 26 and Feb 6	Blyth Trent: Dec 14 and Dec 28	Donaghadee Arun: Dec 9	Girvan Mersey: Nov 20 and Dec 13	Kinghorn Atlantic 75: Nov 1, Nov 6, Nov 25, Dec 10, Jan 1, Feb 5, Feb 11, Feb 20 and Feb 28
Aith Severn: Nov 20	Borth D class: Feb 26	Douglas Tyne: Jan 2, Jan 11 and Jan 12	Gt. Yarmouth & Gorleston Atlantic 21: Jan 1, Jan 9 and Feb 14	Kirkwall Severn: Dec 18, Dec 21, Jan 21, Jan 22, Jan 29 and Feb 17
Aldeburgh D class: Dec 5	Bridlington Mersey: Nov 28, Dec 19, Jan 4 and Feb 15 D class: Nov 10, and Jan 4	Dover Severn: Nov 23, Feb 2 and Feb 17	Hartlepool Tyne: Nov 21 Atlantic 21: Feb 6	Kyle of Lochalsh Atlantic 75: Nov 27, Dec 25 and Dec 26
Alderney Arun: Nov 1, Nov 10 and Nov 20 Trent: Feb 26 and Feb 29 D class: Nov 30 and Feb 26	Brighton Atlantic 75: Nov 8, Nov 21, Dec 19, Jan 1 (three times), Jan 3, Feb 13, Feb 16, Feb 19 and Feb 24	Dun Laoghaire Trent: Nov 4, Nov 16, Nov 29, Jan 10 and Feb 17 (twice) D class: Nov 1, Nov 26, Nov 28, Dec 9 and Jan 3	Harwich Severn: Jan 9 (twice) Atlantic 21: Nov 16, Nov 26, Dec 5, Dec 11, Dec 29, Jan 9, Jan 31, Feb 21 and Feb 27	Largs Atlantic 75: Nov 13 and Feb 2
Amble Mersey: Dec 14, Dec 28 and Jan 21 D class: Dec 14 and Jan 21	Broughty Ferry Arun: Nov 10 (twice), Dec 29 and Jan 3 D class: Nov 10 (twice), Nov 24 and Jan 3	Dunbar Trent: Nov 8, Nov 17, Jan 4, Jan 11 and Jan 30 D class: Nov 17, and Jan 30	Hastings Mersey: Nov 3, Nov 30, Dec 25, Jan 28 and Feb 14 D class: Nov 13, Nov 14, Nov 23 and Feb 17	Lerwick Severn: Feb 26
Angle Tyne: Dec 20, Dec 24 and Jan 11 D class: Nov 4 and Dec 26	Buckie Arun: Feb 9	Dunmore East Trent: Nov 12, Nov 18, Nov 20, Dec 14 and Dec 15	Hayling Island Atlantic 75: Nov 4, Dec 19, Dec 26 and Jan 5	Little & Broad Haven D class: Feb 5
Anstruther Mersey: Jan 11	Bundoran Atlantic 75: Jan 24 and Feb 14	Eastbourne Mersey: Nov 4, Nov 9, Dec 1, Dec 11, Dec 27, Dec 31 and Feb 24 D class: Feb 26	Helensburgh Atlantic 21: Nov 7, Nov 20, Nov 25, Nov 28 (twice), Dec 14, Dec 23, Dec 27, Jan 8, Feb 12, Feb 20 and Feb 24	Littlehampton Atlantic 21: Nov 7, Nov 18, Jan 2, Jan 15 and Feb 21
Appledore Atlantic 75: Nov 28 and Jan 1 Tyne: Jan 1 and Feb 13	Burnham-on-Crouch Atlantic 75: Dec 14	Exmouth Trent: Nov 1, Dec 9, Jan 8, Jan 23 and Jan 29 D class: Dec 26, Dec 27, Jan 29, Feb 2 and Feb 9	Holyhead Arun: Nov 17 (twice), and Feb 6 D class: Nov 17 and Feb 6	Llandudno Mersey: Nov 14 and Dec 13
Aran Islands Severn: Nov 11, Nov 29, Dec 9, Dec 22, Jan 1, Jan 8, Feb 6, Feb 16 and Feb 20	Burry Port D class: Nov 29	Eyemouth Trent: Nov 4, Dec 5, Dec 20, Dec 21, Dec 22, Dec 27 (twice), Jan 18 and Jan 21	Horton & Port Eynon D class: Jan 29	Lochinver Arun: Jan 15 and Feb 2
Arbroath Mersey: Nov 15 D class: Nov 15	Calshot Brede: Nov 7, Nov 28 and Feb 23 (twice)	Falmouth Severn: Nov 5, Feb 5 and Feb 18 Atlantic 21: Nov 13, Dec 25 and Jan 28	Howth Arun: Dec 23, Dec 24, Jan 11, Jan 25, Feb 14 and Feb 28 D class: Nov 21 (twice), Dec 27 and Feb 20	Lowestoft Tyne: Nov 5, Nov 29, Dec 23 (three times) and Jan 9
Arklow Trent: Jan 1 and Feb 13	Campbeltown Severn: Nov 15, Nov 29 and Dec 5 D class: Nov 28, and Dec 5	Fenit Trent: Nov 3, Nov 7, Jan 16 and Jan 26	Hunstanton Atlantic 75: Dec 17, Feb 10 and Feb 27	Lyme Regis Atlantic 75: Nov 1, Nov 24, Jan 29 and Feb 20
Arran (Lamlash) Atlantic 21: Dec 26, Feb 7 (twice), Feb 20 and Feb 29	Cardigan Atlantic 75: Nov 9 and Nov 13 D class: Feb 6	Filey Mersey: Nov 23 and Jan 19 D class: Dec 28, Jan 2 and Feb 25	Invergordon Trent: Nov 7, Jan 29, Feb 14 and Feb 28	Lymington Atlantic 21: Feb 6 and Feb 23 (twice)
Ballycotton Arun: Nov 12 Trent: Jan 22 and Jan 23 (twice)	Castletownbere Arun: Nov 14 (twice), Nov 19 (twice), Nov 22, Nov 28, Jan 15, Jan 23 and Jan 28	Fishguard Trent: Dec 27 D class: Nov 29, Dec 28 and Jan 15	Islay Arun: Dec 11 and Dec 14	Lytham St. Annes Mersey: Dec 13 and Feb 16 D class: Feb 16
Ballyglass Severn: Feb 6	Clacton-on-Sea Atlantic 75: Nov 9, Dec 15, Jan 1, Jan 30, Jan 31 and Feb 22 D class: Nov 25, Dec 15 and Jan 1	Flamborough Atlantic 75: Nov 20 and Jan 26	Kilkeel Atlantic 21: Dec 10, Jan 6	Mablethorpe D class: Jan 17 and Feb 1
Baltimore Tyne: Dec 12, Dec 28, Jan 31 and Feb 13	Cleethorpes D class: Nov 4, Nov 8, Nov 17, Dec 12, Dec 14, Jan 9, Feb 11, Feb 21 and Feb 27	Fleetwood Tyne: Dec 5, Dec 10, Jan 9, Jan 17 and Jan 19 D class: Dec 5, Dec 10, Jan 9, Jan 17, Jan 19 and Feb 13	Mallaig Arun: Nov 18, Dec 3 and Jan 23	Macduff Atlantic 21: Jan 4 and Jan 12
Bangor (Co.Down) Atlantic 21: Dec 5, Dec 18 (twice), Jan 3, Jan 15 and Feb 13	Clifden Atlantic 75: Jan 8 and Jan 16	Flint D class: Nov 13, Nov 15, Jan 7, Jan 23, Feb 11, Feb 20 and Feb 27	Margate Mersey: Nov 27 and Dec 19 D class: Jan 25	Mudford Atlantic 21: Nov 10 (twice), Dec 3, Dec 30 and Feb 20 (twice)
Barra Island Severn: Dec 5 and Feb 25	Clogher Head Mersey: Dec 18 and Jan 29	Fowey Trent: Jan 8, Jan 9 and Jan 10	Montrose Tyne: Dec 14, and Jan 7 D class: Nov 2, and Feb 5	Morecambe D class: Nov 8, Nov 29, Dec 18 and Dec 24
Barrow Tyne: Jan 12 and Feb 8 D class: Jan 7	Clovelly Atlantic 75: Jan 21, Feb 13, Feb 22 and Feb 24		Muree Atlantic 21: Nov 10 (twice), Dec 3, Dec 30 and Feb 20 (twice)	
Barry Dock Arun: Jan 20, Jan 23, Jan 26 and Feb 2	Conwy D class: Dec 12 and Jan 26			
Beaumaris Atlantic 21: Dec 5, Dec 11 and Dec 24	Criccieth Atlantic 75: Nov 7, Dec 3,			
Bembridge Tyne: Nov 7, Nov 8, Nov 24, Jan 2 (twice) and Feb 8 D class: Nov 13 and Nov				

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Continued...

New Brighton

Atlantic 75: Nov 7, Nov 18, Dec 24, Dec 25, Jan 16 (twice), Jan 29, Jan 30 and Feb 20

New Quay (Cardiganshire)

Mersey: Nov 27, Dec 12 and Feb 19

D class: Jan 23 and Feb 19

Newbiggin

Atlantic 75: Nov 25
Newcastle (Co.Down)

D class: Jan 23

Newhaven

Severn: Nov 25, Nov 27 and Jan 28

Arun: Nov 3

Newquay (Cornwall)

Atlantic 75: Jan 2, Jan 22 and Feb 22

D class: Feb 23

North Kessock

D class: Dec 27, Dec 28, Jan 27, Jan 29, Feb 5, Feb 11 and Feb 28

Oban

Trent: Nov 2, Nov 5, Nov 6, Nov 10 (twice), Nov 20, Dec 11, Dec 16, Dec 20, Dec 25, Jan 29, Feb 10, Feb 13 (twice), Feb 18 and Feb 23

On Passage

Atlantic 75: Dec 3

Tyne: Feb 13

Padstow

Tyne: Dec 27

Peel

Mersey: Jan 12 and Feb 19

Penarth

Atlantic 75: Nov 5, Jan 16, Jan 20, Jan 23 and Feb 13

D class: Jan 20, Jan 24 and Feb 13

Penlee

Arun: Nov 10, Dec 10, Dec 17, Dec 21 and Feb 16

Peterhead

Tyne: Feb 7 and Feb 29

Plymouth

Arun: Nov 10 and Dec 12

Poole

Atlantic 75: Nov 4 (twice), Nov 10, Nov 19, Nov 20, Nov 21, Nov 24, Nov 27, Dec 21, Jan 7, Feb 9, Feb 13 and Feb 21

Mersey: Jan 28

Brede: Nov 10 and Nov 21

Port Erin

Atlantic 21: Nov 10, Nov 11 and Nov 13

Port St. Mary

Trent: Jan 11
D class: Dec 23

Port Talbot

D class: Nov 5, Jan 5 and Jan 25

Portaferry

Atlantic 75: Nov 30 and Jan 5

Porthcawl

Atlantic 75: Nov 21, Jan 2, Jan 9 and Jan 28

Porthdinllaen

Tyne: Nov 14 and Dec 19

Portpatrick

Tyne: Nov 6

Portree

Trent: Nov 7, Nov 15, Nov 24,

Nov 27, Dec 25, Feb 13, Feb 22 and Feb 28

Portrush

Arun: Nov 7, Nov 29, Dec 1 and Feb 3

D class: Jan 7 and Jan 20

Portsmouth

Atlantic 75: Nov 6, Nov 13, Nov 26, Nov 28, Dec 2, Dec 12, Jan 2, Jan 6 and Jan 14

D class: Dec 12 and Jan 6

Queensferry

Atlantic 75: Feb 2, Feb 5, Feb 11 (twice), Feb 22 and Feb 26

Ramsey

Mersey: Nov 26, Jan 11 and Feb 11

Ramsgate

Trent: Nov 5, Nov 9, and Jan 12
Atlantic 21: Nov 9 (twice) and Jan 7 (twice)

Red Bay

Atlantic 75: Feb 2 and Feb 5

Redcar

Atlantic 21: Dec 22, Dec 28, Feb 5 and Feb 27

Rhyl

D class: Nov 23

Rock

D class: Feb 19

Rosslare Harbour

Arun: Dec 20

Rye Harbour

Atlantic 75: Jan 10

St. Abbs

Atlantic 21: Dec 20, Dec 21 and Dec 27

St. Agnes

D class: Nov 23

St. Bees

Atlantic 75: Nov 14

St. Catherine

Atlantic 21: Dec 17 and Jan 8

St. Davids

Tyne: Nov 20, Dec 21, Dec 24 and Feb 22

D class: Nov 15

St. Helier

Tyne: Nov 3, Dec 5 and Dec 17

St. Ives

Mersey: Jan 18 and Jan 22

D class: Jan 22 and Feb 12

St. Mary's

Severn: Jan 16

St. Peter Port

Severn: Jan 22, Feb 13, Feb 20 and Feb 22

Salcombe

Tyne: Nov 26, Jan 11 and Feb 21

Scarborough

Mersey: Nov 8, Dec 19 and Jan 15

D class: Nov 6, Nov 7 and Jan 31

Seahouses

Mersey: Dec 1, Dec 7 and Feb 21

Selsey

Tyne: Nov 3 and Nov 7

D class: Nov 14, Nov 23 and Feb 20

Sennen Cove

Tyne: Jan 18, Feb 24 and Feb 27

Sheerness

Trent: Jan 1, Jan 11, Jan 16, Jan 30 and Feb 1

Lifeboat launches

D class: Nov 8, Nov 22, Nov 28, Jan 1, Jan 23 and Jan 30

Sheringham

Atlantic 75: Dec 16

Shoreham Harbour

Tyne: Nov 27, Dec 22, Jan 15 and Feb 28

D class: Nov 27 and Feb 19

Skegness

Mersey: Jan 29 (twice) and Feb 10

Skerries

Atlantic 75: Nov 6, Nov 30, Dec 10 (twice), Dec 18 and Jan 23

Southend-on-sea

Atlantic 21: Nov 7, Nov 13, Dec 5, Dec 12, Jan 6, Jan 7 and Jan 16

D class: Nov 14, Dec 4, Dec 5, Dec 12, Jan 6, Jan 7, Jan 13, Jan 16, Jan 25 and Feb 19

Southold

Atlantic 75: Nov 8, Dec 14 and Dec 31

Staithe and Runswick

Atlantic 21: Dec 2 (twice) and Feb 27

Stornoway

Severn: Nov 15, Nov 30,

Jan 2, Jan 14, Jan 15, Jan 27, Jan 30 and Feb 12

Stromness

Severn: Feb 1 and Feb 12

Sunderland

D class: Nov 1, Nov 6, Nov 8, Jan 1 and Jan 4

D class: Dec 27, Jan 1 and Jan 4

Swanage

Mersey: Nov 10, Nov 20, Dec 5 and Feb 6

D class: Nov 20, Feb 6 and Feb 23

Teemouth

Tyne: Nov 26, Dec 13, Dec 22 and Jan 15

Teignmouth

Atlantic 21: Nov 9, Nov 19, Nov 20, Dec 24, Jan 9 and Feb 29

Tenby

Tyne: Nov 28 and Jan 25

The Lizard

Tyne: Dec 12 and Dec 19 (twice)

The Mumbles

Tyne: Nov 5

D class: Jan 24

Thurso

Arun: Nov 2, Nov 13 and Dec 13

Tighnabruaich

Atlantic 75: Nov 26

Tobermory

Arun: Nov 6, Nov 7, Nov 10, Nov 29, Dec 12, Dec 25, Jan 29 and Feb 10

Torbay

Arun: Nov 16, Nov 19, Nov 28, Nov 30, Dec 24, Dec 26, Jan 6, Jan 22, Jan 25, Jan 26, Feb 6, Feb 20 (twice) and Feb 26

D class: Nov 10, Dec 21, Dec 24, Dec 28, Jan 26, Feb 4, Feb 6, Feb 11, Feb 17 and Feb 20 (twice)

Tramore

D class: Nov 6

Trearddur Bay

Atlantic 75: Nov 13

Troon

Arun: Nov 13, Nov 15, Dec 2, Dec 8, Dec 15, Jan 7 and Feb 26

Tynemouth

Severn: Dec 10, Dec 14, Jan 26 and Feb 21

D class: Jan 3, Jan 11, Jan 26, Feb 11, Feb 25 and Feb 27

Valentia

Severn: Nov 7

Arun: Nov 25 (twice), Dec 1, Dec 22 and Jan 17

Walmer

Atlantic 21: Nov 5

Walton & Frinton

Tyne: Dec 4 and Feb 22

Wells

Mersey: Nov 13, Dec 16, Dec 17, Dec 22 and Jan 29

D class: Dec 16, Dec 17, Jan 29 (twice) and Feb 20

West Kirby

D class: Dec 26, Jan 23, Jan 24, Feb 22 and Feb 26

West Mersea

Atlantic 21: Nov 6 (twice), Dec 6, Jan 23, Jan 30 and Feb 26

Weymouth

Arun: Nov 5, Nov 9, Nov 10 (twice), Nov 14, Nov 26, Dec 8, Dec 26, Jan 11, Feb 8, Feb 12 and Feb 19

Atlantic 75: Nov 5, Nov 14, Nov 30, Dec 4, Dec 8, Dec 12, Dec 22, Dec 26 (twice), Jan 1 (twice), Jan 4, Jan 22, Jan 29, Feb 6 (twice), Feb 8 and Feb 12 (twice)

Whitby

Trent: Nov 22, Dec 13, Jan

8, Jan 21 and Feb 14

D class: Nov 8, Nov 27 and Dec 9

Whitstable

Atlantic 21: Nov 28, Dec 16, Dec 19 (twice), Jan 9, Feb 11 and Feb 28

Wick

Trent: Nov 18, Dec 6 and Feb 23

Wicklow

Tyne: Dec 21 and Feb 16

D class: Dec 21

Withernsea

D class: Nov 1

Workington

Tyne: Dec 4, Jan 11, Jan 12 and Feb 27

Yarmouth (I.O.W.)

Arun: Nov 5, Nov 10 and Feb 24

Youghal

Atlantic 21: Nov 5 (twice), Nov 21 (twice) and Feb 20

The services listed are for those for which returns has been received at RNLI HQ by 5 April 2000. There may be other services for which returns had not been received.

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Musical Showcase

FROM THE RNLI

The wonderful music of the Royal Marines' Bands has always shown their mastery of the art of military music; however, their extraordinary talents extend so much further into the music world providing, today, a wide variety of combinations ranging from full symphony orchestras and concert bands to chamber orchestras and dance bands etc. These all complement the ceremonial and military music acclaimed for many years all over the globe. It is not, perhaps, known that each musician is qualified in at least two instruments, their training involving Degree courses today.

The variety of music is reflected in the increasing number of fine recordings made by the bands, all of which are of a special nature and are increasingly sought after by music

lovers worldwide. The partnership and warm relationship established between the RNLI and the Royal Marines now enables these recordings, by these outstanding musicians, to be available through the RNLI and, at the same time, provide funds for the lifeboat service from their sales. These recordings are not generally available from record stores!

The quality of the recordings is greatly acclaimed and reflect the sheer professionalism of the two organisations in the exacting standards of work in their different fields.

The recordings shown represent part of the ever increasing number released - a full playlist is available on application.



A Christmas Festival - A beautiful new recording by The Band of HM Royal Marines, Portsmouth (Royal Band), The Chichester Cathedral Choir and The St Richards Singers.

There have been strong links forged between the Royal Marines Bands and the Choir of Chichester Cathedral over many years during the world-famous Chichester Festival Theatre Christmas Concerts and, therefore, with the wonderful setting and acoustics of the Cathedral, it was appropriate that time should be found amongst their busy schedule to produce this very special recording. The Choir is one of the most highly respected of the Cathedral Choirs in the country and is particularly noted for the beautiful and soft tone which it able to produce in the sympathetic acoustic of the Cathedral which has been splendidly captured on this CD by the special skills of sound engineer Tony Faulkner and editor Bob Whitney from 'Clovell Recordings'.

A combination of bright new arrangements and many Christmas Favourites including *Silent Night*, *In Excelsis Deo*, *Unto us a Child*, *The Star Carol*, a superb new arrangement of *Santa Claus is Comin' to Town*, *In The Bleak Mid Winter*, *Hark The Herald Angels Sing* and others (20 tracks in all) makes this a timeless recording which is sure to be a best seller.



Fifteen beautiful maritime hymns specially recorded by the Ely Cathedral Choir for the RNLI, to celebrate the 175th Anniversary. The only known recording of all these hymns together, let alone by one of the country's finest choirs.

This great recording of Sir Charles Stanford's work, including "Drake's Drum" and "The Old Superb", with William Shimell, the internationally renowned baritone, is outstanding for its superb quality of singing, playing and technical production.

A rich miscellany of sea stories and songs by the well-known Taffy Thomas and his fellow performers, specially for the RNLI and its 175th Anniversary. A lovely and unique recording much acclaimed by everyone who has heard it.



A Place in the Sun

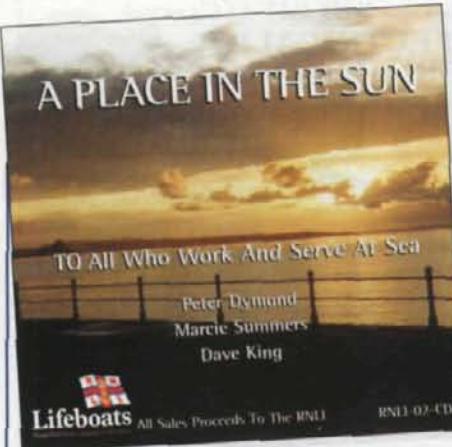
A specially moving recording and tribute to our lifeboat crews and all who work and serve at sea. Taking the RNLI into the new Millennium

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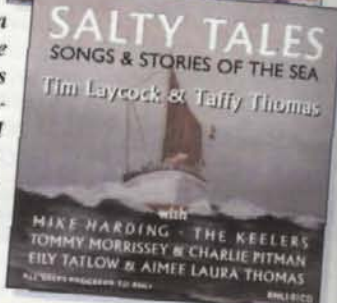
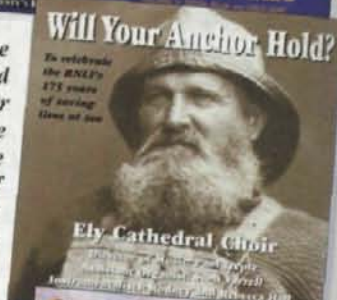
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Awards to voluntary workers 2000

Since the last Annual Presentation of Awards, the Committee of Management has awarded 3 Life Governorships, 2 Records of Thanks, 5 Bar to Gold Badges and 76 Gold Badges. Awardees not attending the APA are shown with an asterisk

Honorary Life Governor

Mrs V Butterworth Harrogate Guild. Honorary Treasurer from 1954 to 1996 and an active Committee Member since that date.

Mrs P B Thompson Penarth Ladies Guild. Honorary Secretary since 1962. Mrs Thompson is also Assistant Souvenir Secretary and until a few years ago she was the organiser of the Flag Day and House to House collection.

Mrs J L Weatherby* Alsager Ladies Lifeboat Guild: A founder member of Alsager Ladies Lifeboat Guild in 1953, and Honorary Secretary since that time.

Record of Thanks

Lady Cooksey Chairman, Crew Training Appeal.

Mrs R Trinder Vice-Chairman, Crew Training Appeal. In 1995 Lady Cooksey chaired the prestigious Central London Committee Lifeboat Ball and subsequently decided to continue to fundraise on behalf of the RNLI. She was instrumental in developing the idea of a revenue appeal and, with enthusiasm and tenacity, set about raising funds to cover crew training at every lifeboat station.

Mrs Rosalie Trinder of the Central London Committee readily accepted the responsibility of Appeal Vice Chairman and, jointly with Lady Cooksey, they have both dedicated a great deal of time and effort to the highly successful and innovative appeal.

Bar to Gold Badge

Mrs R M Adam Poole Guild. Chairman of the Guild since its formation in 1969.

Mrs I M Calvocressi Westerham Branch. Honorary Secretary since 1959.

Mrs J Cochrane Selby Guild. Honorary Treasurer since 1963. Mrs Cochrane also took on the role of Souvenir Secretary from 1994 to 1996.

Mr E N Smith Littlestone-on-Sea Station Branch. Honorary Treasurer since 1966.

Mr J W D Taylor Portrush Station Branch. Station Honorary Treasurer since 1976 and prior to that Treasurer of Banbridge Branch from 1965 to 1976.

Gold Badge

Mrs L Adams Brierfield & Reedley Branch. Chairman of the Branch since 1974.

Mrs K Anderson Lochinver Guild. A member of the guild since 1967, she was Vice President from 1983 to 1984. President from 1984 to 1987 and has been Souvenir Secretary since 1988.

Mrs F Atkinson Appledore Guild. Became President of her local Branch in Buckinghamshire in 1966 before moving to Appledore where she has been President since 1974.

Captain D Banks MRIN Falmouth Station Branch. Station Honorary Secretary since 1978 and Deputy Launching Authority prior to that date.

Mrs C E Black Sheerness Lifeboat Guild. A Committee Member since 1969, she has also been Secretary, Chairman and Vice President of the Guild.

Mr D B Boyd JP BSc FICF Islay Station Branch. Deputy Launching Authority from 1971 to 1996. Chairman from 1987 to 1996 and has

been Station Honorary Secretary since 1996

Mrs V Brown Cowes Guild. Honorary Treasurer since 1970 she is also the Flag Week Officer and founder fundraiser of the Branch.

Mr R Buck* Pill Branch. ILB crew member from 1970 to 1974, he then became Chairman of the Branch.

Mrs M M Burnford Pulborough & District Branch. Committee member since 1973, she became Honorary Secretary in 1980 and also undertook the role of Flag Week Organiser. She has been the Branch Chairman since 1994.

Miss R F Carlos Newbury & District Branch. RNLI supporter since 1965, she has been Chairman of the Chievely sub committee, Vice Chairman and Chairman of the Branch and is now the Souvenir Secretary as well.

Mrs L Chapel Cirencester Branch. Honorary Secretary of the Branch since it was formed in 1968.

Mrs K Chatwood* Chorley Branch. Honorary Treasurer in 1973, she moved on to become Honorary Secretary in 1979, a position which she still holds.

Mrs M Clugston Port St Mary Ladies Lifeboat Guild. Chairman from 1972 until she became President in 1988.

Mr D Cox Gillingham Branch. Since 1977 he has been Box Secretary, Souvenir Secretary, Honorary Secretary and now Chairman of the Branch.

Captain M L C Crawford DSC RN Redd Portsmouth & Southsea Guild. Honorary Treasurer since 1975 he is also joint Box Secretary and Flag Week Organiser. He also held the post of Souvenir Secretary for 15 years.

Lady Crawshaw* Aintree Branch. After becoming Vice Chairman in 1973, she went on to become Chairman and then President of the Branch.

Mr G Crew Dymchurch & District Branch. Since 1973 he has held the posts of Honorary Treasurer, Vice Chairman, Box Secretary, Honorary Secretary and Chairman.

Mr R Darbyshire Blackpool Station Branch. Station Honorary Secretary since 1979.

Mr V Derham Mudeford Station Branch. Station Honorary Secretary since 1976

Mrs B A Devall Walsall Branch. Secretary of Lichfield Guild from 1952 to 1962 and Committee Member of Walsall Branch since 1970. She organises two flag days each year.

Mrs M P Dewhurst, JP Penwortham Branch. She has been Honorary Secretary since 1974 and is a keen fundraiser

Mrs J Dixon* Whitburn Guild. Secretary of the Guild from 1971 to 1977, she went on to become Chairman from 1980 to 1994 and has held the role of President from 1994 to date. She is a founder member of the highly successful RNLI Luncheon Club three years ago.

Mrs A Exelby Buckingham Branch. Honorary Secretary since 1975, she became Flag Day Organiser in 1976 and added the position of Souvenir Secretary in 1983. She has held all three posts ever since.

Mr K Falk Dudley Branch. A member of the branch since 1972 and Chairman since 1976. Mr Falk is also a volunteer presenter for the RNLI. **Mrs P M Farrant** Liphook and

District Branch. Honorary Secretary since 1974 she also acts as Souvenir Secretary and makes a major contribution to the work of Flag Week.

Mrs J Fish Esher Branch. Honorary Secretary since 1979, she was also Honorary Treasurer from 1979 to 1986 and Lifeboat Week Organiser from 1971 to date.

Mr J Fisher Havant Branch. Chairman and Box Secretary since 1978.

Mrs R Garner East Malling Branch. Honorary Treasurer since 1970.

Mrs H George* Plymouth Guild. Honorary Secretary 1974 to 1985, Committee Member 1973 and 1987 to 1994, and Honorary Secretary since 1995.

Mrs J Graham-Wood Guildford Branch. A member of the branch since 1970, she took on the role of Honorary Secretary from 1974 to 1979. She became Chairman in 1979 and continued in this position until 1993 when she became President, a post which she still holds.

Mr S Green Newbiggin Station Branch. Station Honorary Secretary since 1977, he now holds the additional role of Chairman.

Mr D B Halliday Abingdon Branch. Chairman since 1974, he was also Souvenir Secretary for the period 1988 to 1993

Mrs M Haresnape Thornton Cleveleys Ladies Lifeboat Guild. A Committee Member since 1972, she has been Chairman of the Guild three times and was Honorary Treasurer from 1974 to 1975, Honorary Secretary from 1975 to 1998, Box Secretary from 1992 to 1994 and Souvenir Secretary from 1995 to 1999.

Mr R Hargrove Northwich Branch. Honorary Secretary from 1974 to 1978 and Honorary Treasurer from 1978 to date.

Mrs F Harvey Cheltenham Branch. Honorary Secretary of Bridgewater Branch from 1970 to 1984, she became a member of Cheltenham Branch Committee in 1984 and Honorary Secretary in 1991, a position which she still holds.

Mrs M Hawkins Grangemouth Branch. Honorary Secretary and Souvenir Secretary 1974 to date.

Mrs E Hodgson Filey Guild, North East Region. Vice-Chairman 1972 to 1982, Chairman 1982 to 1995, Vice-President 1995 to 1996 and President 1996 to date.

Miss A Horsley* Braintree Croyle & District Branch. Since joining the Committee in 1974 she has held the position of Honorary Treasurer from 1976 to date, together with the posts of Souvenir Secretary from 1978 to 1991 and House to House and Flag Day Organiser from 1985 to date.

Mrs M Hughes Aberystwyth Ladies Lifeboat Guild. Assistant Honorary Secretary 1967 to 1977, Honorary Secretary 1977 to post 1984, President 1996 to date and current Box Secretary.

Mrs A Hughes, JP Castleford & Pontefract Branch. Honorary Treasurer 1975 to 1998 and Vice-President 1998 to date.

Mr M Jenkins, CBE Brecon Branch. Chairman 1969 to date. Currently acting as Honorary Secretary as well.

Mr D M L Jones* Holyhead Station Branch. Station Administrative Officer 1973 to date, Assistant

Honorary Secretary 1969-1996

Mrs H Lawson Kilwinning Branch. Honorary Treasurer 1974 to date.

Mrs G Lloyd Lymington Guild. Chairman 1974 to 1996 and President 1976 to date.

Dr E T Lloyd Holyhead Station Branch. Chairman 1970 to date.

Mrs A Lock Liskeard Branch. After joining the committee in 1970, she was Souvenir Secretary from 1971 to 1973, Honorary Secretary 1973 to 1994, Assistant Honorary Secretary and Vice-Chairman from 1997 to date.

Mrs E Lockhart Stockport Branch. Committee Member of Hazel Grove Branch from 1965 until 1996 when the branch was amalgamated with others in the area to form Stockport Branch. In that time she held the positions of Vice-Chairman, Chairman, President and Honorary Secretary and has been Honorary Secretary of Stockport Branch since 1996.

Mrs P Lowry Bellaghy Branch. Chairman since the branch was founded in 1955.

Mrs C A Macfarlane Castle Eden Guild. Chairman since 1955.

Mrs J MacFarlane Freckleton Branch. Joined the committee in 1970 and has held the position of Honorary Secretary since 1977.

Mrs F McCulloch Farnfield Guild. Honorary Secretary 1970 to date, Chairman 1975 to 1976, Souvenir Secretary 1997 to 1999 and Box Secretary 1997 to 1998

Mrs M C McGill* Carmarthen and River Towry Ladies Lifeboat Guild, Wales. Honorary Secretary 1975 to date.

Mrs J McLuskie Chilterns Branch, Eastern Region. A Committee Member since 1968, she held the post of Chairman from 1982 to 1987 and has been Vice-President since 1988.

Mr E Miller Midhurst and District Branch, South East Region. Honorary Treasurer since 1968.

Mr T G Morphew Bourne End Branch, Eastern Region. A Committee Member since 1973, he has held the positions of Souvenir Secretary from 1974 to 1999, Chairman from 1982 to 1999 and Honorary Treasurer from 1995 to 1998.

Mrs B Mudford Barry Ladies' Guild, Wales. After joining the Ladies Guild in 1954, Mrs Mudford took on the role of Honorary Secretary from 1961 to 1985 and became Vice-Chairman in 1998.

Mr D S Murdoch* Mortimer and District Branch, South East Region. Branch member since 1975, he held the position of Box Secretary from 1980 to 1987, Honorary Secretary from 1980 to 1995 and 1998 to date, Honorary Treasurer from 1984 to 1985, Souvenir Secretary from 1994 to 1995 and 1996 to 1997. He also acted as Flag Week Organiser in 1998.

Mr G M Norris Isle of Arran Station Branch, Scotland Division. Honorary Secretary 1978 to date.

Mrs T Parham Emsworth Branch, South East Region. Honorary Secretary 1980 to 1989 and Chairman 1989 to date.

Dr O C Parry-Jones Moelfre Station Branch, West Division. Honorary Medical Advisor 1972 to date and Chairman 1978 to date.

Mrs V Phillips Little and Broad

Haven Branch, Wales. Founder member of the guild in 1974, Mrs Phillips was Chairman from 1978 to 1996 and again in 1999. Souvenir Secretary 1979 to date.

Mrs E M Russell St Annes on Sea Ladies Lifeboat Guild, North West Region. Committee member since 1974, she held the post of Honorary Secretary from 1975 to 1988 and from 1997 to 1998, Souvenir Secretary 1975 to 1994 and Box Secretary 1995 to 1997

Mrs R Salter-Townshend Castletownsend Branch, Republic of Ireland. Honorary Secretary since 1952.

Mr R L Secker Lewisham Branch, Greater London Region. Honorary Treasurer since 1974.

Mrs J Sercombe Lightwater and Bagshot Branch, South East Region. Lifeboat Week Organiser since 1968 and Chairman since 1992.

Mr J J Smith, BEM Cromer Station Branch, East Division. Station Honorary Secretary 1978 to 1999, Station Press Officer 1992 to 1997 and Vice-President 1999 to date.

Mrs D Spurgeon Cromer Guild, Eastern Region. Founder member of the Guild and Chairman since 1979. She also held the position of Honorary Treasurer from 1973 to 1979.

Mr K Stephens* Cleethorpes Branch, North East Region. Founder of the Branch, he was Vice-Chairman from 1970 to 1978 and Chairman since that date.

Mr J Sutton, DSO Leicester Branch, Eastern Region. Committee Member from 1957 to 1973, Vice-Chairman from 1973 to 1974, Chairman 1974 to 1992 and President 1992 to date.

Mr W S L Thompson Bassett and District Branch, South East Region. A Branch member for 28 years, he has held the posts of Committee Chair and Flag Week Organiser from 1981 to 1992, Press and Publicity Officer from 1992 to date and Vice-Chairman and Flag Week Organiser from 1993 to 1997.

Mrs B Weaver* Bembridge Guild, South East Region. Lifeboat Week Organiser from 1952 to 1977, Flag Week Organiser 1977 to 1981, Box Secretary for the Isle of Wight Board 1977 to 1981, Honorary Secretary 1970 to 1971, Vice-President 1980 to 1983 and 1986 to date.

Captain P White, FNI FCI FBIM Dover Station Branch, East Division. Station Honorary Secretary since 1978.

Mrs D Williams Barry Port Ladies Lifeboat Guild, Wales. Chairman since 1974 she is also the current Souvenir Secretary.

Mr D R Williams Aberdyfi Guild, Wales. Mr Williams was appointed to the committee when the branch was formed in 1974 and has carried out the roles of Souvenir Secretary since 1978 and Chairman since 1979.

Mrs B Wilson South Shields Guild, North East Region. Honorary Treasurer from 1977 to 1980, Honorary Secretary from 1980 to 1995 and from 1999 to date, Box Secretary and Souvenir Secretary from 1995 to date.

Dr T Wilson MC* Bridlington Station Branch, North Division. Honorary Medical Advisor from 1949 to 1964, Chairman 1966 to 1991 and President from 1996 to date.

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