

The

Lifeboat



Winter 1991/92 Profile of the Tyne class lifeboat

Construction of the Atlantic 21

A message from the Director



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The Lifeboat

Winter 1991/92



Royal National
Lifeboat
Institution

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COVER PICTURE

by Frank Austin

Penlee's Arun class *Mabel Alice* at speed during an exercise off the Cornish coast. The Tater-Dhu lighthouse is visible in the background.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1992, and news items should be received by Monday, 2 March 1992, but earlier if possible.

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

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Foreign visitors

Twelve crew members of the Icelandic Lifeboat Service and two crew members of the MoDRange Safety boat at Benbecula took part in an intensive four-day training course - to provide training and experience in a variety of drills and procedures on the Atlantic 21 inshore lifeboat - at the Inshore Lifeboat Centre, Cowes from 22-25 October.

Crew members of Atlantic 21s are trained at Cowes and crew from foreign lifeboat societies operating the same or similar craft often receive specialist training at the centre.

Part of the training was to capsize the lifeboat and crew, who carried out the necessary drills, leaving the underside of the lifeboat before righting her by means of an air bag on the stern.

The crew also took part in a night exercise, winching practices with an SAR helicopter and emergency beaching and relaunching procedures.

The Icelandic Lifeboat Service, a voluntary service supported by state funds, was founded on the lines of the RNLI in 1928 and operates 24 rigid inflatable boats and 82 other inflatables.

Cromer's pride

18 August saw the handover of Cromer's famous wartime lifeboat HF Bailey by Peter Cadbury to the town's lifeboat museum.

Once commanded by legendary coxswain Henry Blogg, HF Bailey served at Cromer from 1935-1945, saving 518 lives.

She left the RNLI fleet in 1974 and was on display in a Surrey theme park until 1989 when she was sold to a London surveyor. In April 1991, Peter Cadbury, grandson of the founder of the chocolate empire, bought the boat at auction for Cromer as a memorial to his late father Major Egbert Cadbury, who commanded the

Royal Naval Air Station, Great Yarmouth, during World War I.

In May, she returned to Cromer promenade for restoration, a task willingly undertaken by former lifeboat mechanic Donny Abbs, his wife Jenny, former crewman Lewis 'Tuner' Harrison and university student Rob Webster.

The day was memorable for another reason, too, as Cromer RNLI welcomed several survivors rescued by HF Bailey during the war from SS Meriones, SS English Trader and Convoy 559.

It was an emotional moment as the visitors met up with the three surviving crew members from 50 years ago.

Public service!

Former coxswain of the old Walmer lifeboats Bruce Brown thought nothing of it when he

heard his local had ordered new pub signs - until he discovered he was the subject!

The new sign outside 'The Lifeboat' Pub on The Strand, Walmer depicts Bruce on one side and Walmer's relief Atlantic 21 lifeboat on the other.

The signs were painted by local artist Wally Hardman, who also happens to be Bruce's brother-in-law. The first Bruce knew of the honour was when pub licensees Frank and Margaret Renihan, who secretly commissioned the paintings, asked him to unveil the new signs!

Photo Basil M. Kidd, East Kent Mercury



Mother-and-daughter lifeboat crew members Anna Hubbard (right) and Sian Hubbard (left) of Borth station, Dyfed out on exercise in the station's D class inflatable. Having enrolled in October 1978, Anna is now the longest serving female lifeboat crew member, while Sian joined the RNLI in April 1991.

The Institution can also boast another mother-and-daughter team within its ranks - Melanie and Emma Hunt are both members of the Marazion crew.

Missing medal!

A slip of the pen in the last century has condemned a medal service to decades of 'unfeted exile' from RNLI record books.

The forgotten rescue took place on 8 February 1856 when the French lugger *Bon Levie* capsized near Porthcawl, Glamorgan, throwing her four-man crew into the sea in very bad weather.

With six other men, Captain Charles Taw, master of the schooner *Devonport*, waded into the sea and saved two of the Frenchmen.

For his actions Captain Taw was awarded the RNLI's Silver Medal, but for some unknown reason the award was not recorded.

Now that the 'missing medal' has been rediscovered by the Rescue Records section at RNLI Headquarters steps are being taken to rectify the mistake...

Man of the Year

Recipient of the 1990 Maud Smith award, James Dougal, assistant second coxswain and assistant mechanic of Eyemouth lifeboat, has been named one of the 'Men of the Year' after the rescue of two skin divers during a hurricane in October last year, a service reported in the summer issue of *THE LIFEBOAT*.

Mr Dougal, who was also awarded the RNLI's Silver Medal for his courage, attended a special

luncheon at the Hilton Hotel in London, organised by the Royal Association for Disability and Rehabilitation, chaired by the Rt Hon Norman Tebbit MP on 6 November 1991.

Sponsored by Leeds Building Society, the Men of the Year luncheon has been organised by RADAR for over 30 years.

And briefly...

- 'We will be there' by Dene Michael, advertised in the autumn issue of *THE LIFEBOAT*, is available from Mr David Schofield, Holme Valley Fire Protection Engineers at Unit 4, Thongsbridge Mills, Miry Lane, Thongsbridge, Huddersfield, tel 0484 686900.

- The advertisement in the autumn issue for the Grace Darling Mug by Peter Jones China appears to have caused some distress to readers who purchased the limited edition mug after a previous advertisement.

The company stresses the mug has not been re-issued and the latest advertisement refers to unsold mugs from the original limited series of 2,500, first advertised in the spring 1990 issue of *THE LIFEBOAT*.

The RNLI has recently been looking at commercial concerns with which it could profitably cooperate. These include Frizzell Financial Services, an RNLI supporter for some time. Full details of a new scheme whereby the RNLI will receive commission on a range of Frizzell services will appear in the spring issue.



Sheringham's new boat

A new 30-knot Atlantic 21 lifeboat is to be stationed at Sheringham, replacing the 8-knot Oakley class lifeboat as part of the RNLI's plan to introduce fast lifeboats to every station by the end of 1993. The new lifeboat is expected to enter service in spring 1992 when the Oakley *Lloyds II*, built in 1966 and on temporary station duty, is withdrawn.

Mr Graham Newman, chairman of the search and rescue committee said, 'Lifeboat cover on the north Norfolk coast will be considerably improved when the Atlantic 21 comes to Sheringham.

'We already have excellent all-weather cover for the area provided by the Mersey class at Wells and the Tyne class at Cromer.

'The Atlantic 21 is nearly four times as fast as her predecessor. This additional speed, coupled with her ability to work in shallow inshore waters, will fully complement the capabilities of her neighbouring stations.'

Newspoint

The RNLI must always be looking to the future to ensure that it will be in the best position to cope with changing circumstances around our coasts.

In addition to the development of new classes of lifeboat there has already been a thorough review of likely casualty patterns in years to come, but even this does not present the complete picture of the future.

As a result the RNLI commissioned a survey into the number of coastal water-related deaths over the past ten years, using its own statistics, together with those of the Royal Life Saving Society and HM Coastguard, to discover whether it would be possible to reduce the number of lives lost at sea each year. The survey revealed that despite the efforts of the RNLI and other water safety organisations an average of 160 people still lost their lives at sea each year, and identified the risk areas.

The results of this survey have persuaded the RNLI of the need to monitor water-related deaths in more detail, to examine the causes and to explore ways to reduce emergencies – as well as to continue to enhance its own rescue service.

1992 AGM

The Institution's 1992 annual general meeting of governors and the annual presentation of awards will take place on Tuesday 19 May at the South Bank, London.

The governors' annual general meeting is to be held in the Queen Elizabeth Hall, and the annual presentation of awards to lifeboatmen and honorary workers will be conducted in the main auditorium of the adjacent Royal Festival Hall.

All governors of the RNLI should find an application form for both meetings enclosed with this issue of *THE LIFEBOAT*.

Should any governor who wishes to attend the meetings not receive a form, please write to The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

There is no need to return the form if you will not be attending the meeting or if you do not wish to receive the annual report and accounts.

Branches and guilds will receive details of how to apply for tickets to the presentation of awards from their regional offices, and other supporters who wish to attend the presentation should write to the Director at the above address.

D class training

Following the success of two pilot courses, the Institution plans to introduce a training course for crew members operating the 16ft D class inshore lifeboat.

A pilot training course was held at the Inshore Lifeboat Centre, Cowes in June for deputy divisional inspectors. A second course in September, involved 12 experienced helmsmen from different stations around the UK.

The proposed three-day course includes instruction on the construction, capabilities and limitations of the lifeboat. The crew are shown how to carry out routine maintenance on the hull and

engine and gain experience in boathandling, seamanship and navigation, taking part in capsizing trials and a helicopter exercise.

Those who took part considered this to be an effective way of providing instruction for crew members in the basic operation and maintenance of D class lifeboats. Twelve D class training courses are being planned for 1992, the number of courses increasing in following years.

In the longer term, it is intended that at least 50% of currently enrolled D class crew members at each station will have attended a course during the next five years.

Colourful parade

Three Kirkwall lifeboatmen paraded the colour of the RNLI at the Annual National Service for Seafarers at St Paul's Cathedral, London on 9 October, representing their 5,000 volunteer crew member colleagues at 209 stations around the British Isles.

Dupre Strutt, appointed boat mechanic at Kirkwall in 1967, carried the colour, escorted by second coxswain Geoffrey Gardens, and Ian Seatter, who joined

the crew in March this year.

The Annual National Service for Seafarers has been held at St Paul's Cathedral since October 1905, the centenary of Nelson's death at Trafalgar. It is attended by members of the Royal Navy, Royal Fleet Auxiliary, Merchant Navy, sea training schools and representatives from commercial shipping and fishing companies and organisations concerned with safety and rescue at sea.

40 years as patron

1992 marks the 40th anniversary of the accession of Queen Elizabeth II to the Throne and 40 years as patron of the Royal National Lifeboat Institution.

Following confirmation that June, *THE LIFEBOAT* Journal of July 1952 states that 'Her Majesty the Queen has been graciously pleased to give her patronage to the Institution. Her Majesty Queen Elizabeth, the Queen Mother, who has been a patron since 1937, and Her Majesty Queen Mary, who has been a patron since 1911, continue to be patrons.'

The Queen's first links with the RNLI date back to December 1947 in the years before her accession. During her many years of association with the Institution since, she has attended a number of RNLI events, among them meeting the crews at Yarmouth

(1965), St Peter Port (1978) and Lerwick (1981); and attending naming ceremonies at Henley (of *The Royal British Legion Jubilee* in 1972) and at Hartlepool (of *The Scout* in 1977, the first naming of a lifeboat at a station by a reigning monarch). In July 1974,

Her Majesty inspects the Lerwick lifeboat crew during her visit to the Shetlands in August 1960.

a garden party was held at Buckingham Palace for the Institution's 150th anniversary. In 1977, Her Majesty conducted a Silver Jubilee review of the fleet in the Solent, involving three lifeboats, and a Jubilee tour, where she met lifeboat crews.





NEWS



NEWS



Gone adrift

Lifeboat supporter Alan Morriss, 87, discovered he had steered a wrong course when he turned up for the North Sunderland naming ceremony of the Mersey class *Grace Darling*, which was christened by The Duchess of Kent on Tuesday 24 September.

Instead of stepping off the train at North Sunderland in Northumberland, Mr Morriss made the unfortunate mistake of disembarking at Sunderland station, thinking it was the same town as that hosting the ceremony some 50 miles away.

Mr Morriss, a retired engineer, had travelled from his home in Kent specially to be at the ceremony at Seahouses having received an official invitation following his substantial donation towards the cost of the Mersey.

BR officials contacted the local newspaper who whisked him off to the correct destination, where he arrived three hours late, to the astonishment of RNLI officials.

Mr Morriss has now been in-

Scottish cover review

A review of nine Scottish lifeboat stations has been carried out by an RNLI delegation to ensure that appropriate life-saving cover is provided by each.

Cover was reviewed from 16-19 October at Wick, Thurso, Invergordon, Buckie, Macduff, Fraserburgh, Peterhead, Aberdeen and Arbroath in accordance with RNLI policy.

The delegation was led by Mr Graham Newman, chairman of the RNLI's search and rescue committee, accompanied by committee of management members the Duke of Atholl and Mr Wallace Clark, with RNLI chief of operations Commodore George Cooper and RNLI divisional inspector for Scotland (North) Mr Leslie Vipond.

Results of the review are expected early next year.

invited by the Institution to attend the future naming of Margate's Mersey *Leonard Kent*.



Above (left to right): Mr Ankers, Mr Hurst, Mr Lamden, Mrs Lamden, Mrs Holloway and Mrs Ankers aboard *The Four Boys*.

Four Boys

Parents of the four boys who drowned on a school trip when they were swept from the rocks at Lands End in May 1985 visited RNLI Headquarters in November to see the new lifeboat named in memory of their sons and to hand over a cheque from their fund raising efforts since the tragedy.

The new Mersey class *The Four Boys*, now stationed at

Sennen Cove, is named in memory of Nicholas Hurst, Robert Ankers, Ricci Lamden and Jamie Holloway.

During their visit, the proud parents took a trip out on the new lifeboat and presented to Mr Anthony Oliver, deputy head of fund raising and marketing, a cheque for £7,600, the balance of their appeal which has raised £97,700.

Hoist away...

The main construction work on the new gantry launching system at Workington has now been completed and *Sir John Fisher*, the Tyne class lifeboat allocated to the station, is pictured during lifting trials.

Further evaluation trials and some modifications are continuing and it is hoped that the launching system will become operational in late spring 1992. Meanwhile the Solent class *Douglas Currie* remains on service as the station lifeboat.



Lifeboat Saturdays

100 years ago on 10 October 1891, the first ever street collection for a national charity was held in Manchester on behalf of the RNLI.

This important historical landmark was celebrated by a gathering on 8 October in Albert Square, Manchester when a modern in-shore lifeboat was drawn by Webster's Brewery shire horses, echoing the original lifeboat parade all those years ago.

A special lifeboat day collection took place in Manchester on Saturday 12 October, and a five-day exhibition highlighting the anniversary was displayed at two branches of the National Westminster Bank.

The first Lifeboat Saturday followed the worst lifeboat disaster in RNLI history when 27 lifeboatmen from the St Annes and Southport stations perished attempting to rescue the crew of the German barque Mexico.

As well as setting up a disaster fund for the widows and orphans, Manchester businessman Charles Macara introduced 'Lifeboat

Saturday', featuring a grand cavalcade, to make the public at large aware of the service provided by the brave volunteer lifeboatmen and of the need for widespread financial support.

Soon similar Lifeboat Saturdays were being held in other towns and cities throughout the British Isles.

Macara's wife Charlotte formed the 'Ladies Ancillaries' who helped with the collections and began to hold other fund raising events and to collect from houses. It heralded the growth of the RNLI local branch system and house-to-house collections which remain a basis for the Institution's raised income today.

In 1990, RNLI flag days and house-to-house collections exceeded £2 million.

The debt which the RNLI - and indeed all charities - owe to Charles Macara is considerable for, as his biographer W. Haslam Mills declared,

'He brought charity into the streets and streets into charity'.

A message from the Director

Twelve months ago we predicted another busy, challenging year for the RNLI, and our predictions have certainly proved correct.

The launchings of the prototype FABs 3 and 4 were keenly anticipated as so many of our future hopes rest with the successful introduction of these boats into our fleet.

Both prototypes are now undergoing technical trials until later this year when they commence a comprehensive programme of operational trials and coast evaluation.

Although early problems with the hull construction of FAB 3 delayed the progress of the technical trials by several weeks, they were soon overcome and we remain confident that these two boats will meet all our expectations, including the most vital one of winning the confidence of coxswains and crew who must depend on them in the future.

Last year, I made reference to the detailed review in 1990 of the RNLI's Search and Rescue policy to assess casualty potential around the coasts of the British Isles. It proved of considerable benefit in helping us to determine more effectively what level of lifeboat cover will be needed in the future and what types of lifeboat will be best able to provide it.

We carried this process a further step forward in 1991 when we commissioned research into the reasons why lives continue to be lost in water-related incidents despite the efforts of the RNLI and of other organisations concerned with the safety of life at sea. This research has given us much food for thought.

It has also given us the welcome opportunity to discuss problems of mutual interest with other organisations and to establish whether any action can be taken, either on our own account or jointly, to reduce the number of persons at risk and hopefully the number who lose their lives.

The RNLI's role as defined in our Charter is to preserve life from disaster at sea, and our contribution to this humanitarian task is the provision and operation of lifeboats at over 200 locations. But we can also put our experience and knowledge to good use by co-operating with organisations with similar aims and, together, help to preserve life at sea.

Exchange of ideas

An event which more than met our expectations during 1991 was the 16th International Lifeboat Conference in Oslo in June. It was arranged by the Norwegian Society for Sea Rescue, and the RNLI, as the Permanent Secretariat for the International Lifeboat Federation, was pleased to give practical assistance.

Representatives from 27 countries attended, and there was the usual useful exchange of information and ideas. Lifeboats from various European countries were present,

including the RNLI's Arun class *Duke of Atholl* and Mersey class *Marine Engineer*. The crews represented lifeboat stations in England, Ireland, Scotland and Wales and, as ever, proved marvellous ambassadors for the Institution.

Other highlights in 1991 included the numerous engagements undertaken on the RNLI's behalf by both our President HRH The Duke of Kent and by HRH The Duchess of Kent. In 1991, they carried out five lifeboat naming ceremonies between them, in addition to other engagements. The President also attended the Annual Presentation of Awards meeting at the Royal Festival Hall and, for the first time ever, a regional fund raising conference held, on this occasion, in York.

The close interest and active participation by Their Royal Highnesses in RNLI affairs is, I know, a tremendous encouragement to us all and they are always warmly welcomed wherever they go.

At Ballyglass, County Mayo in May, the President of Ireland, Mrs Mary Robinson, named the Arun class lifeboat recently allocated to this new station. As is usual in Ireland, the ceremony was attended by lifeboat people representing virtually every station in the country. The President spoke with great feeling of the proud role carried out by

Lt Cdr Brian Miles, Director of the RNLI, reviews a successful year



the RNLI in Ireland and of its ability to draw together the talents and enthusiasms of persons from every sector of the community. The President's most generous comments can so easily be applied to the RNLI as a whole.

Timeless qualities

In June, I was invited formally to re-open the boathouse at Teignmouth lifeboat station. It was an occasion which illustrated perfectly the timeless qualities of the RNLI.

The boathouse was in use when the Teignmouth lifeboat station was closed in 1940 and the pulling and sailing lifeboat withdrawn. Thanks to the considerable efforts of the chairman of the station branch committee and others concerned locally this striking and historic old boathouse has been re-acquired by the RNLI and refurbished and modernised to accommodate the new Atlantic 21 lifeboat.

That was just one practical link with the past. Even more poignant was the presence as guests of honour at the opening ceremony of the surviving relatives of the crew of the pulling and sailing lifeboat withdrawn from Teignmouth 50 years ago. It was such a pleasure to meet them and to share their pride in the past and in the rebirth of their station.

Finally, in expressing thanks for the help and practical support we receive at all times, I would emphasise that it is particularly encouraging when our supporters show they are prepared to accept change, provided the reasons for that change are fully explained and our supporters are satisfied it is to the overall benefit of the RNLI.

I believe the Institution must constantly look for new ways to be more efficient or effective, whether it be in operations, technical development, in the introduction of new means of fund raising or in administrative efficiency generally. We must always work and plan hard to ensure the Institution's high standards are maintained and, even more importantly, improved in the future.

One practical example in 1991 was the introduction of a new system of station branch accounting, allowing returns to be made to Headquarters on a monthly basis. Among other benefits, the Institution can now invest the substantial sums concerned centrally, thus earning more interest than if the funds remained dispersed. Our head of finance and his colleagues visited as many areas of the country as possible to explain directly to those concerned why this change was felt necessary. At the end of last year, it was tremendously encouraging to learn that over 90% of our lifeboat station branches were already complying with the new procedures.

Thank you all again for all that you do for the RNLI in so many different ways. On behalf of all the staff at Headquarters, I wish you and your families good health and happiness in the New Year, and I look forward to meeting as many of you as possible in the future.

Naming Ceremonies

New lifeboats named and dedicated



North Sunderland - Mersey class *Grace Darling*

Despite forecasts of heavy rain, the morning of Tuesday 24 September dawned bright. However, there was also a Force 8/9 gale which caused the naming ceremony site at North Sunderland Harbour, Seahouses to be moved to a more sheltered area where seats were just blown down and not blown away!

The confined nature of the site nevertheless led to a wonderful atmosphere. HRH The Duchess of Kent received a warm Northumbrian welcome from the chairman of the North Sunderland branch Mr Bill Weeks.

Mr Maldwin Drummond, vice president of the RNLI and member of the committee of management, expressed thanks to the supporters of the Grace Darling Appeal. It had been launched in 1988, the 150th anniversary of Grace Darling's rescue, and had substantially funded the new Mersey class lifeboat. Donors included members of Warwick ladies' lifeboat guild who raised £16,616 to meet the cost of providing vital radar, radio and navigation equipment.

Handing the lifeboat into the care of the North Sunderland station, Mr Drummond paid tribute to station and crew. Honorary secretary Mr Bob Reay then accepted the lifeboat on behalf of the North Sunderland station, complimenting the technical staff of the RNLI on designing such a fine lifeboat.

The service of dedication was led by Reverend David Rogerson, chaplain to the station, assisted by local clergy, and hymn singing was led by Seahouses Fishermen's Choir. A vote of thanks to all who had helped with the organisation of the ceremony was proposed by Mrs Brenda Calderwood, chairman of the North Sunderland ladies' lifeboat guild.

In naming the lifeboat, Her Royal Highness paid tribute to the heroism of Grace

HRH The Duchess of Kent takes a trip round the harbour in the company of coxswain Robert Douglas. Photo Tweeddale Press Group

Darling so many years ago and to the tradition of rescue at sea on the Northumberland coast, highlighting the part ladies play in the RNLI by fund raising and increasingly by operational service in lifeboats.

It was not possible to go to sea but coxswain Robert Douglas guided the Duchess around the harbour, manoeuvring the lifeboat among the fishing craft taking shelter. On her return to shore, the Duchess was greeted by guild members and the public. Chatting with many of the crowd on her walk to the new lifeboat house, she joined donors and special guests gathered to witness the official opening.

The £250,000 boathouse was completed earlier in 1991 to accommodate *Grace Darling*, an inshore lifeboat and to provide improved facilities for the crew.

The official opening was followed by an afternoon tea reception where Her Royal Highness met the crew and their families, station, guild and museum committees and those who have given long service to the RNLI locally. The Duchess also enjoyed a grand view of the Farne Islands where 153 years ago the first Grace Darling performed her epic rescue.

Filey - Mersey Class *Keep Fit Association*

The stirring strains of music by the Cleveland Constabulary Band drew people to the cliff bank above Filey Promenade. It proved a natural grandstand for over 1,000 members of the Keep Fit Association who, together with over 600 guests, witnessed the naming of the new Mersey class lifeboat after the Association on Saturday 31 August 1991.

After a welcome to all by Ron Wilson, chairman of the Filey station branch and a special presentation by councillor David Murton, mayor of Filey, Mrs Brenda Simmons, chairman of the Keep Fit Association, told the assembled company of methods used to raise their donation. Mr Gilbert Gray QC, member of the RNLI's committee of management, in thanking the Association, paid tribute to the local appeal that had raised the remaining 50 per cent of funds required.

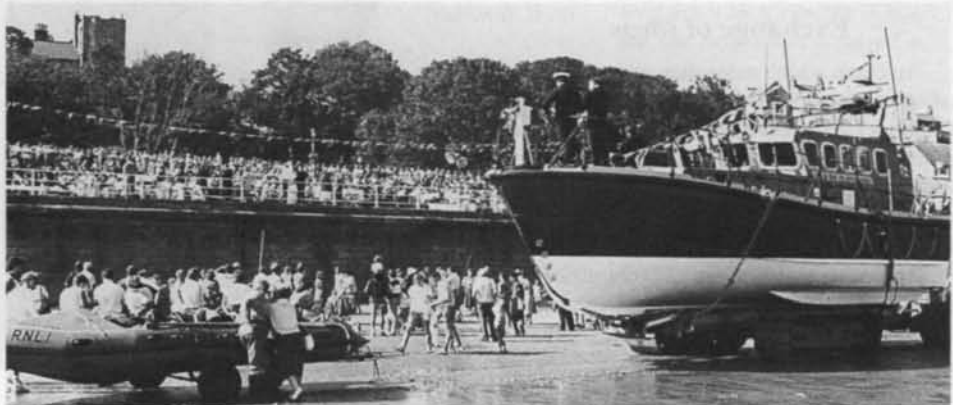
Mr Ian Ross, station honorary secretary, receiving the lifeboat on behalf of Filey station, made reference to the big difference between the Oakley and the Mersey class lifeboat and advised of the pleasure and pride the crew already had for their new boat.

A moving service of dedication led by the vicar of Filey, the Reverend Chris Humphries, assisted by local clergy and supported by Filey Fishermen's Choir, was followed by a vote of thanks proposed by Mrs Eileen Hodgson, chairman of Filey ladies' lifeboat guild. The naming of the lifeboat was performed by Mrs Brenda Bond, vice president of the Keep Fit Association, who stood in for the president Baroness Phillips, who was sadly indisposed.

Following the launching, the *Keep Fit Association* showed her manoeuvring ability a sea, while members of the Keep Fit Association ashore showed their agility in a demonstration of exercises.

The new lifeboat became operational at the station on 2 June 1991.

Crowds gather for the naming ceremony of *Keep Fit Association*. Photo Jeff Morris



Peel – foundation stone laid

The foundation stone of Peel's new lifeboat house was laid on Saturday 12 October by Hughie Dow, the 87-year-old former mechanic of *Helena Harris*, the last traditional lifeboat to be stationed at Peel.

Since 1972, Peel has operated first McLachlan and then Atlantic 21 lifeboats. Now a 12m all-weather Mersey class lifeboat is being built for Peel, funded from the legacy of Ruby Clery, great great grand-daughter of Sir William Hillary, founder of the RNLI. The lifeboat will also be named after her.

A large crowd gathered for the foundation stone ceremony on the sunny Saturday afternoon. John Hall, vice chairman of Peel branch committee, spoke of the station's history and the reason why the new boathouse was necessary: the original boathouse was too low and too narrow to house the new Mersey, expected on station next spring.

Mr Hall then invited Mr Dow to lay the stone, and Mr Dow, almost totally blind and now confined to a wheelchair, performed his task to loud cheers from the crowd.

Before the stone was put into position, Mr Hall's grandson, Alexander, helped him place a time capsule in a cavity beneath the foundation stone. The capsule contained a brass key which once opened the original boathouse, a ladies guild badge, a copy of the book 'The Lifeboats of Peel', a set of present day coins, a set of postage stamps depicting the island's lifeboats, and the local daily newspaper. After the ceremony, guests enjoyed a delicious buffet, prepared by the ladies guild at the Sailing Club.



Ramsey – Mersey class

Ann and James Ritchie

Monday 14 October dawned with sunshine and blue skies, and a cold wind did not deter a large crowd from gathering on the shore at Ramsey for the naming ceremony of the new lifeboat.

The Duke of Kent, President of the RNLI, received a warm welcome when he arrived and was introduced to the crew and official guests. James, son of second coxswain Raymond Stanfield, presented the Duke with a newly published book 'The Ramsey Lifeboats' by Captain W. Seybold and then the two national anthems were played and sung. 'We are all brand new and squeaky clean,'

HRH The Duke of Kent at Ramsey paid tribute to lifeboat crew, their wives and families.

Photo Island Photographic Co

said the Reverend Dr Ewan Corlett, chairman of the branch, as he opened the proceedings. Reverend Corlett was referring to the new tractor and trailer and the recently opened new boathouse, as well as the lifeboat. He went on to say that everyone was proud and delighted at this new phase in the station's history – 'but one thing that would not change was the service and dedication provided by crew members and all the other people involved with the lifeboat'.

The full cost of the £455,000 lifeboat was met from the legacy of Mrs Ann Ritchie, president of the Ramsey ladies lifeboat guild. During her lifetime, Mrs Ritchie provided three other lifeboats, including Ramsey's previous lifeboat *James Ball Ritchie*. Mr Neil Crowe, executor and trustee to the estate of Mrs Ritchie, handed over the new lifeboat to Mr Michael Vernon, Chairman of the RNLI. He, in turn, passed it into the care of captain Michael Brew, honorary secretary of Ramsey station. A service of dedication followed, led by the Right Reverend Noel Jones, Lord Bishop of Sodor and Man with music by the Ramsey Town Band conducted by Reverend Raymond Gillis.

Reverend Corlett then invited the Duke of Kent to name the lifeboat. In a short address, the Duke paid tribute to the lifeboat crew and to their wives and families.

He referred to Sir William Hillary, founder of the RNLI, who lived at Douglas and said it was appropriate that Ramsey was now prepared for the nineties with a modern boathouse and lifeboat. The Duke of Kent then named the lifeboat *Ann and James Ritchie* and as he pressed the button, the bottle of champagne broke across her bows.

Before leaving to meet the crew's families and other guests at the Grand Island Hotel, the Duke took a short trip on the new lifeboat, with coxswain James Kinnin at the helm.

Relief Fleet - D Class

Fairlands Lady

Fairland Lakes, Stevenage was the setting for the naming ceremony on 2 June 1991 of a D class lifeboat funded by Stevenage Sailing and Canoeing Association and Stevenage Model Boat Club.

The lakes form a small sailing facility opened by the late Sir Alec Rose towards the end of the 1970s, and the funds were raised by both groups over a number of years from 24-hour sponsored marathon sails held at the site, one of which was actually completed on the day of the ceremony!

Against the backdrop of the lake, Mr George Gibson, chairman of the recently re-formed Stevenage and District branch, welcomed all those in attendance to the ceremony. Councillor Bob Fowler, mayor of Stevenage, then presented the prizes for this year's marathon.

On behalf of the 24-hour marathon committee, Mr Peter Flint handed the lifeboat over to Richard Mann, regions manager for the RNLI. Tim Harrison, deputy divisional inspector of lifeboats (East), described the craft and its future role.

A service of dedication was conducted by Father Tony Convery, Reverend David Curran and Reverend Alistair Stewart-Sykes. Mrs Mary Wood, wife of local MP Mr Tim Wood, then named the lifeboat *Fairlands Lady*. A remarkable day for the people of Stevenage ended with light refreshments at the local Sea Cadet Headquarters.

Relief Fleet - D Class

Douglas Hurndall

Royalties from the sale of the 10th-anniversary edition of the Macmillan and Silk Cut Almanac funded the purchase of a 16ft D class lifeboat for the RNLI which was named and dedicated at a special ceremony held at the Southampton Boat Show on Friday 20 September. The lifeboat will now take its place in the relief fleet.

Proceedings were opened by Peter Holness, RNLI corporate fund raising manager. Emma Pownall, Silk Cut assistant board manager, then handed the lifeboat into the care of the Institution, represented by head of fund raising and marketing Ian Ventham.

Staff officer Richard Perks described the lifeboat's future role and a service of dedication was led by the Reverend Richard Wheeler, rector of Southampton. Mrs Sarah Hurndall was then invited to name the new D class *Douglas Hurndall* after her late husband, formerly director of the Royal Yachting Association Seamanship Foundation and Silk Cut representative on the Nautical Awards Committee.

● On page 124 of the autumn issue of *THE LIFEBOAT*, it was stated that the naming ceremony of the new Kirkcudbright lifeboat *Peter and Grace Ewing* was performed by Lady McGrigor. In fact, due to the indisposition of Lady McGrigor at short notice, the naming ceremony was performed by Lady Henderson, president of the Stewartry ladies guild.

Ceremonies

Hoylake - Mersey class

Lady of Hilbre

November is rather late in the season for a naming ceremony, but in order to fit into the Duke of Kent's busy schedule, it had to be.

Everything had been meticulously planned for months, except the weather. Tentatively described as 'blustery', the wind was icy and gusting to Gale force, bringing squalls of rain and white-topped waves to the Mersey.

The ceremony took place in Liverpool Marina, Coburg Dock rather than in Hoylake itself. The reason was that the new Mersey class lifeboat had been funded by a special appeal which ran throughout Merseyside.

In a little over 12 months, over half a million pounds was raised, with £100,000 collected in the Hoylake area alone and a substantial legacy coming from former West Kirby resident Mrs Barbara Dixon.

Liverpool Marina proved the perfect theatre, the lifeboat laying afloat. Those assembled sat doggedly beneath umbrellas, their spirits lifted, perhaps, by the police band who played 'Raindrops Keep Falling On My Head'. Captain Tony Wood, Hoylake branch chairman, welcomed all on this very special day.

In brisk but dignified fashion, Sir Kenneth Oxford, chairman of the Mersey Appeal committee, spoke of his delight and pride in presenting the lifeboat to Mr Raymond Cory, a deputy chairman of the RNLI.

Accepting the lifeboat from Mr Cory, the Hoylake branch treasurer, Mr Stanley Frith, referred to the long tradition of service to Hoylake lifeboat by local families, beginning in 1803 when the Mersey Docks and Harbour Board ran the station. That tradition continues and he asserted, 'this wonderful boat is in good hands'. The service of dedication was led by station chaplain the Reverend Peris Williams. The familiar lines of the hymn 'Eternal Father Strong To Save' seemed even more poignant in the prevailing conditions.

The Duke of Kent congratulated the people

Shielding themselves from the cold and wet, determined and enthusiastic RNLI supporters assemble for the naming ceremony of the *Lady of Hilbre* by HRH The Duke of Kent.

Photo Jeff Morris



Relief fleet - Mersey class

Margaret Jean

The new Mersey class relief lifeboat *Margaret Jean* was named in a quiet ceremony at FBM Marine, Cowes on Tuesday 12 November.

Funds for the *Margaret Jean* have been donated by Mr Peter Bath and his late wife, after whom the lifeboat is named and who was president of Huntingdon guild at the time of her death.

Anthony Oliver, the RNLI's deputy head of fund raising and marketing, opened the proceedings, and Tony and Andrew Bath handed over the boat to the care of the Institution.

It was accepted by vice admiral 'Tubby' Squires, member of the RNLI's committee of management.

The future role of the lifeboat was described by staff officer Richard Perks, and the lifeboat was then dedicated by the Reverend Stuart Cleaver.

Elizabeth Grant, sister of the late Mrs Jean Bath, named the lifeboat *Margaret Jean*.

At the express wish of the donor, the cer-

emony was attended only by close family, representatives from FBM Marine and Royal National Lifeboat Institution officials.

of Merseyside on responding so generously to the appeal, especially during a time of economic difficulties. He expressed his delight that 'Mersey' had been chosen as the class name for lifeboats of the latest design, now taking up station throughout the British Isles.

Paying tribute to the personal sacrifices made by crews, station personnel, fund raisers and their families in maintaining the lifeboat tradition, the Duke declared 'technology may have changed, but the spirit has not'. Without further ado, champagne was broken over the bow and the lifeboat named *Lady of Hilbre*.

The inclement conditions could not detract from the excitement and pleasure of the day. In fact, it merely served to underline just why lifeboats are needed and just how special those who volunteer to crew them are.



Mersey class lifeboat *Margaret Jean* enters the water for the first time after her official naming ceremony.

Photo Gilbert Hampton Photography

emony was attended only by close family, representatives from FBM Marine and Royal National Lifeboat Institution officials.

Portsmouth - new boathouse

Rear admiral Wilfred Graham, former captain of *HMS Ark Royal* and past director of the RNLI, officially opened the new boathouse for Portsmouth lifeboats in a special ceremony and service of dedication which took place at the boathouse in Ferry Road, Eastney on Sunday 27 October.

The new boathouse, which cost over £90,000 to build and equip and which has been financed following a local appeal and from RNLI general funds, will house the station's 16ft D class lifeboat and the Atlantic 21 lifeboat *City of Portsmouth*.

Welcoming all those present to the ceremony, station chairman Owen Pearce invited station treasurer Lt Cdr Alan Jackson to say a few words about the appeal. Rear admiral Graham then passed the boathouse into the care of station president honorary Alderman Wyn Sutcliffe who accepted it on behalf of the Portsmouth branch. Admiral Graham unveiled a commemorative plaque, and a service of dedication was conducted by Father John Humphreys.

Facilities and conditions for the crew and shore helpers have been much improved with this new boathouse.

Lymington - extension to boathouse

That same day, 27 October, the extension of the lifeboat house at Lymington was officially opened by Mrs Mary Atkinson at a short ceremony held at the lifeboat house.

The new storey, which cost £45,000 to build, will provide much needed facilities for the crew. It has been funded by Mr Frank Atkinson, who has also donated two lifeboats to the RNLI, one of which is the Atlantic 21 currently stationed at Lymington and bearing the name *Frank and Mary Atkinson*.

Following an address by station honorary secretary Mr Graham Webb, captain Michael Joint, vicar of Lymington, led the prayers and gave the blessing. Mrs Atkinson, who celebrated her birthday on that same day, then unveiled a commemorative plaque. A special birthday tea followed.

Built to order, Built to last

The Atlantic 21 has to be tough and reliable - the lives of survivors and crew depend on it. **Claire Judd**, Assistant Editor, visited the RNLI's Inshore Lifeboat Centre, Cowes, to investigate the work that goes into the construction of these rigid inflatables.

Within five minutes of the 'shout', the crew of Hunstanton lifeboat were on their way. A boardsailor, known to have been at sea for at least an hour-and-a-half, was in difficulties close to a wreck off Brancaster eight miles away and in need of urgent assistance.

As they raced to the rescue, the crew of the Atlantic 21 *Spirit of America* had to check their speed to prevent the rigid inflatable flying as they overtook the waves in the rough following seas.

Before long, the boardsailor was spotted close to the wreck off Brancaster by the auxiliary coastguard, but to reach him the lifeboat would have to negotiate shallow water and breaking seas over the surrounding sandbanks. Conditions were particularly difficult around the wreck itself and in the approach channel to Brancaster, and the echosounder was of no use because the water was too shallow.

Helmsman Alan Clarke brought the Atlantic 21 in slowly, the engines tilted to reduce draft. Seas to the south of the wreck were breaking heavily and despite the generally fine conditions, visibility was almost zero in the spray.

Turning north following a report that the boardsailor was now drifting to seaward, the Atlantic suddenly grounded and stuck fast just 20ft NNE of the wreck. A helicopter would take an hour to reach the casualty, and helmsman Clarke knew the boardsailor could not survive that long. They would have to continue the search.

With the three

crew members stationed in her bow to reduce the draft, the Atlantic 21 was driven forward with every sea, only to ground again in each trough, gradually filling with water.

As the lifeboat cleared to deeper water, the survivor was sighted close to starboard, clinging face down to his board. The wind was a westerly near-gale, Force 7, and the tide was running east at one knot, creating very rough, short seas 8ft high which broke heavily on the sandbanks. Visibility was still almost nil.

Positioning the lifeboat just downwind of the boardsailor, the crew fought to hoist him and his sailboard into the lifeboat as he drifted alongside. He was taken straight to the beach at Brancaster and put ashore to receive immediate medical attention.

For this service, helmsman Alan Clarke received a Bronze medal. Bronze medal certificates were awarded to crew members Gerald Wase, Victor Dade and Michael Wallace. Another life had been saved.

It is clear that the crew acted with great courage during this rescue, displaying their considerable skills as boathandlers. But credit is also due to those who designed and constructed a class of lifeboat tough enough and manoeuvrable enough to be capable of carrying out such a



Above: Attaching the inflatable tubes to the Atlantic 21 hull. Surprisingly perhaps, the service life of tubes tends to be greater than that of the hull. Below: The Atlantic 21 in action - Southend-on-Sea's *Percy Garon II*. Photo A. McDougall, *Evening Standard*

successful service in extremely difficult circumstances.

Before and many times since, the Atlantic 21 class has proved itself to be both effective and efficient in fulfilling its intended purpose of offering a speedy rescue capability close to shore. And it is thanks to the designers and those who construct the Atlantic 21 that crews can depend on their craft to be reliable in life-threatening situations, without fail or fuss.

Because an Atlantic 21 will be subjected to a considerable battering during its lifetime from beach recoveries and dumping surf, each boat must be extremely tough and constructed to rigorously high standards to ensure the safety of crew and survivors

aboard in the worst of conditions.

Buying suitable craft off the shelf from external manufacturers has been tried in the past. However, it is considered that by having its own staff fitting out boats the Institution is able to exercise control over standards. Few other operators need craft built to the same level of sophistication and toughness as does the RNLI.

Equipping rigid

Some would argue that the Atlantic 21 is currently the Institution's most efficient and cost-effective craft



Built to order, Built to last

Continued



inflatables with the standard fittings of an Atlantic 21 does not make commercial sense for manufacturers. But these fittings are essential features aboard lifeboats, working as they do in conditions that beckon every less well-equipped boat to safe harbour.

To ensure craft reach the high standards necessary for them to cope with the tough work ahead, Atlantic 21s are currently designed, constructed and surveyed in-house at the Inshore Lifeboat Centre, Cowes, where highly skilled men and women work together as a team to produce rigid inflatables that conform exactly to the Institution's needs.

Those working on the Atlantic 21 are well aware of what is expected of them in terms of quality of workmanship. Alan Tate, superintendent of the Inshore Lifeboat Centre, says, 'Boats built at the ILC are

constructed and fitted out to an extremely high standard, and some might even say they are over-engineered, because of risk factors involved in our work compared with normal commercial requirements.'

A definite sense of team spirit exists at the Inshore Lifeboat Centre, and those involved in construction of the Atlantic 21s have many years of experience between them, as well as a great deal of enthusiasm and interest for the work. Efforts are not confined to boat production alone, but also to surveying craft and to making modifications and improvements in response to feedback from stations on the coast, from divisional inspectors and after discussing and implementing their own ideas.

Alan Tate says, 'The staff at Cowes are a team of perfectionists and you'd be pushed to find a better situation than we have here where the workers believe in what they are doing and are keen to see the right answers all the time. That applies right down to the most junior level.'

There's a real sense of dedication to the task to be found at the Inshore Lifeboat Centre, as I discovered when I visited Cowes to investigate just what goes into constructing an Atlantic 21 class lifeboat. As I was shown around the workshops and was explained the many individual processes, I was struck by the sense of pride that those at Cowes take in their work.

One thing that is very clear is that demarcation lines between the different roles and workshops have to be flexible. Generally, the boatbuilder is responsible for structural work on the hull and the fitter for the metalwork and fittings, but it's probably more realistic to look at the whole process as a combined effort, involving the skills of electricians, engineers and those in the rubber shop as well.

The hull of the Atlantic 21 is one of the few elements of the lifeboat that are 'imported' from an external supplier. Halmatic, experts in hull moulding, produce the glass fibre-reinforced plastic (GRP) hull from a mould designed by Institution staff. It comes supplied to the Inshore Lifeboat Centre with the permanent sections of the side deck already fitted, although the temporary middle deck, fitted for transport only, is removed on arrival, ready for the in-hull fittings.

Already built into the hull are the six watertight longitudinal compartments with their respective bow drains and drain plugs.

During the production process, this hull is passed between boat shop, fitting shop and rubber shop as each section completes its work ready for the next stage. When it leaves the boat shop for the last time, the new

lifeboat will be ready for trials and, if these are completed successfully, fit for service.

Under the authority of Dave Butler, overseer of rigid inflatables in the boat shop, and Tony Pollard, chargehand in the adjacent fitting shop,

The whole process of construction is a combined effort and there's a definite sense of team spirit

a team of one boatbuilder and one fitter see the construction and fitting out of the craft right through from the initial stages to the moment it is deemed fit for the station.

It's a process that takes anything from four to five months, depending on the amount of emergency repair work or survey work that inevitably has to take priority on occasions. Each team is responsible for organising their own schedule and making the most efficient use of their time.

The first task - that of preparing the area under the deck of the hull - falls to the boatbuilder. Once the portable deck has been removed, the fuel tank bulkheads are



Top: Tubes on, the below-deck area is prepared to receive the console. Far left: Meanwhile, boatbuilder, fitter, electrician and rubber shop adapt the basic console to RNLI requirements. Photo Bob Kennovin
Left: Alan Tate, superintendent of the Inshore Lifeboat Centre, Cowes

The evolution of the Atlantic 21

fitted. The two 18-gallon stainless steel fuel tanks are installed and then surrounded with foam, after being precisely positioned to maintain the correct longitudinal centre of gravity. Two-part foam is used and then coated with waterproof paint to ensure that no water is absorbed. Six deck beams are laid in, in readiness for the console fixings. Also laid in the hull at this stage are the fuel take-offs and the breather pipes.

Then the 3/8in marine plywood deck is replaced, access holes (for fixing of the 'roll bar' and engine bracket to the hull) are cut out, and the deck is prepared for the tubes.

Because of the pounding that the rigid inflatable will inevitably take during its lifetime, it is absolutely essential that the inflatable tubes are fastened as securely as possible to the hull, as this could be an area of weakness in the craft.

In a first step, the boatbuilder roughens a five-inch strip around the edge of the deck to encourage maximum adhesion of the glue to tubes. The boat is then passed to the rubber shop next door, where chargehand Chris Clark and her team of five women workers prepare the tubes for fixing.

Ready-constructed by Avon Inflatables of tough, grey Hypalon material, the tubes are laid out and marked up for glueing. Hypalon is an immensely strong sandwich of nylon between two layers of neoprene and is especially suited to its purpose. The designated adhesion areas are scuffed up with emery paper and two thin coats of Bostik adhesive are applied to the hull 24 hours apart. On the third day, two thicker coats of glue are applied to the hull and two coats to the tube, which is then firmly rolled onto the deck in a semi-deflated state and left to set for two days. After a further two days, doubler strips are attached, one each side of the tube, to strengthen the bond still further and give added flexibility.

This arrangement is strong and extremely reliable, having lasted in some cases over twenty years. But if ever the inflatable tubes are in need of repair, they can simply be

Below: By the time an engine has been waterproofed, it will have cost the RNLI twice its original price. Photo Bob Kennovin. Right: One man takes one week to inversion-proof one engine.

Observations while sailing in the Bristol Channel in the 1960s first suggested to Rear Admiral Desmond Hoare, headmaster of Atlantic College in South Wales and member of the Royal Institution of Naval Architects, the need for a fast safety craft that could be launched quickly from a beach.

Admiral Hoare also recognised that such a craft would have to be efficient, reliable and above all tough to withstand the added abrasive effects of the shore and the surf. However, at the time, such a craft was unavailable.

With the help of his students at the College, Admiral Hoare set out to construct an inflatable boat to meet his requirements. As the craft developed, it became clear that extra measures were needed to strengthen the hull. Marine ply was attached to the underside of the hull to reduce abrasion and deck boards were inserted inside the craft to stiffen the hull.

Before long, a 17ft 'rigid inflatable' craft evolved, incorporating a rubber tube attached to a hollow, plywood hull with a single outboard engine at the stern. Early trials suggested that the design worked well.

A member of the RNLI's Committee of Management, Admiral Hoare subsequently offered his new craft to the Institution. It was accepted, the design was developed and improved and it was not long before the first Atlantic 21 was under construction. B500 completed her trials in 1971 and came into operation at Hartlepool in 1972...

Moving On

In response to feedback from crews on the coast and from those who work on the construction of the craft, the Atlantic 21 has seen many modifications and improvements since the early years. Most notable amongst the changes are the following:

- Over the last 20 years, the Atlantic 21 has increased in weight from about 2,000lb (900kg) to about 3,000lb (1,360kg). Despite this, the longitudinal centre of gravity (the LCG) has remained in the same place, approximately 69in from the transom.

- The hulls of the first eight Atlantic 21s, constructed at William Osborne of Littlehampton, were built of marine plywood. But it wasn't long before this material proved to be inadequate for the working conditions. The hull has since been constructed of GRP, although the original plywood longitudinals remain the same. Internal hull framing has also been increased over the years and frames now stand at eight-inch pitch.

- The first consoles, seating three crew, were designed in-line, but they are now constructed in a delta or T

shape. It became obvious very early on that a new seating arrangement would have to be developed because of problems that arose as crew strained to see where they were going in rough seas. The T-shape has proved so popular that most commercially available RIBs today incorporate this arrangement in their consoles, providing improved all-round visibility for the crew and a better view of instruments.

- The Atlantic 21 is capable of running for three hours at full speed. The individual capacities of the two stainless steel petrol fuel tanks have been increased from twelve to eighteen gallons because of the increase in boat displacement and thus fuel consumption.

- The capacity of the inflatable righting bag has increased since its introduction in 1973 to cater for the greater displacement. Although originally only one bottle was fitted as standard and only one is needed to inflate the bag during capsizing, since 1985 two CO₂ bottles have been fitted for safety. After righting, the bag is deflated and re-stored, and the second bottle is then available in the unlikely event of a second capsizing. Thereafter, the bag is left inflated...

- Over the years, there has been only slight modification to the sponson tube. The overhang at the stern has been varied and the handles have changed from hand-laminated ones to those moulded by Avon Inflatables. Avon also manufacture the Hypalon tubes, which are subdivided into nine compartments. If one compartment is damaged, the internal baffles expand as the pressure decreases into the damaged area to retain buoyancy. It is often thought the inflatable sponson tubes will need replacing after a few years' wear and tear. In fact, the tubes often outlast the life of the hull.

In the past, slide-on tubes using a female aluminium extrusion have been tried, but these proved difficult to fit and slide into position, so the glued-on tube is now favoured.

- Although the boat lines for the shape of the hull remain unchanged, the two spray rails, which are clearly visible when looking onto the side of the boat, now follow the waterline rather than the buttock lines, as they did in the earlier craft.



removed, cleaned up, patched and re-glued to the deck for further service.

The Hypalon tubes are strong enough not to require an inner tube and it takes a very sharp object indeed to snag them.

Chris Clark and her staff also design and manufacture Hypalon fittings like stabilisers for roll bars, spare prop fittings, rope stowages, first aid bags, foot holds and cleat covers, to name but a few. Once again, most of these fittings cannot be bought in off the shelf from external sources to the correct specifications needed by the lifeboat service. All are produced to a very high standard.

While the process of attaching the tubes is taking place in the rubber shop, the team of boatbuilder, fitter and electrician are busy working together on the console.

The basic console is bought in as a moulded GRP shell, into which access apertures are cut. Then the battery shelf is glassed in and wooden reinforcing pads are added.

After the helmsman's and crew's seats, together with the knee pads and other rubber work, have been added in the rubber shop, the console returns to the fitting shop to be equipped with radio, flares, capsizelights and so on. Most of the fittings are manufactured by the fitters while the boat is being worked on in the rubber shop.

The isolating box and control panel are tested for watertightness before being fitted into the console by the electricians, together with the sealed batteries. At this stage, the hydraulic steering is also installed.

Back again in the boat shop, the finished console is screwed down onto the deck, and the team's attention turns to the roll bar, which carries the air bag for self-righting.

By this stage, the aluminium bracket for the engines has been manufactured by the fitter and bolted to the transom. The basic aluminium roll bar, made outside the centre, is fitted out in the fitting shop with port and starboard navigation light boards, radar reflector and aerial.

Just after the roll bar is added, the righting bag is attached. It is a delicate piece of equipment and prone to damage, so its attachment is delayed until the latest stage.

Finally, the boat is equipped with the deck kit, and the inversion-proofed outboard engines are bolted on.

Both 50hp Evinrude outboard engines have to be stripped down and rebuilt to ensure re-starting at the touch of a button after capsizel.

In the early days, engines were meticulously sealed, and water was prevented from entering the engine by a valve on the engine cover. All that altered when the engine manufacturer made many components in the ignition system waterproof in themselves.

Chris Powell, overseer of the engineering shop, which includes within its jurisdic-

tion the inversion-proofing unit, explains, 'We were able to redesign things so that water is allowed inside the hood, but we sealed elements like the carburettor air intake instead. This makes the waterproofing more reliable, in that there is no need to make sure the hood is 100% sealed or that the control cables and electrical cables are sealed in. We can treat it as an ordinary engine, work on it as an ordinary engine, but after capsizel it will still work. It makes servicing much easier.'

One man takes one week to inversion-proof one engine. Four men work full-time in the unit and engines are usually worked on in batches of six. By the time the engine has been waterproofed, it will have cost the Institution twice its original price.

The process has been developed in-house over the years by trial and error. Chris Powell says, '99% of it is down to the

chaps on the shop floor who have looked at the problems, designed and made up possible solutions, tried them at sea and amended them again till the perfect solution is found.

'Hopefully, our latest system will remain virtually unchanged for the manufacturer's model changes for 1992 and 1993.

'We're very satisfied with the way the engines are currently performing, although, of course, we are always looking to refine the engine in the light of problems on the coast.'

Once fully kitted-out, every Atlantic 21 is weighed (average weight: 2,800lb) and its longitudinal centre of gravity is tested. Uneven weight distribution substantially affects the performance of the boat, making its ride uncomfortable, slowing it down or causing it to take longer to accelerate onto the 'plane', that is, to lift partly out of the water to reach high speeds.

Each new inflatable is also tested for reliability and to prove it is up to the standards required for service. The compass is adjusted, the electronics are all tested and the boat is run over a measured mile to determine her speed. Finally, she is subjected to an acceptance trial and, if all is well, accepted for active service.

Throughout its life, the Atlantic 21 has developed to the point that some would argue it is currently the Institution's most efficient and cost-effective craft. Since its introduction to the fleet in 1972, it has been launched on 13,015 services, saving 4,090 lives. In 1990, there were 45 Atlantic 21s stationed around the coast.

Five Atlantic 21s were completed in 1990,



The isolating box, as well as the control panel and the batteries, are made watertight and tested before being fitted into the console by the electricians. Photo Bob Kennovin.

four were built in 1991, and there are plans for another five in 1992. By 1996, the fleet is expected to include 77 of this class.

Development work on the Atlantics continues and Alan Tate expects that production of a new Atlantic 22 class will begin towards the end of 1992.


'We have learned so much from the Atlantic 21 class and have now bolted on so many extras that it was time to re-design the boat, particularly the console. The new lifeboat will be basically the same but a little larger and giving the crew more protection.

'We see this boat as the way forward. The Atlantic 21 has been such an exciting, efficient boat and its correctness for purpose is smack on target. Some people argue that we've had this boat for nearly twenty years now and it may be time to try something new, but as yet there's nothing we have seen that can do the job as well. There's no point in change for change's sake,' he says.

Alan Tate explains that, as the workload of the Inshore Lifeboat Centre increases with a greater number of inflatables going through the system and the introduction of D class crew training, it is possible the new Atlantic 22 and future Atlantic 21s will be

constructed to the Institution's specifications by an outside manufacturer.

Alan Tate says: 'It's a consideration that's being looked at. Having said that, we have tried it before and the commercial approach has not always been up to the standards we require. Any such project would have to be discussed and carefully overseen if we went ahead.'

But to date, having our own staff fit out boats to our own standards has proved the best solution. 

Since 1972, the Atlantic 21 has been launched on 13,015 services, saving 4,090 lives.

The correctness for purpose of the Atlantic 21 is smack on target. There's no point in change for change's sake

Lifeboat Services



S...LIFEBOAT SERVICE

TWO LIFEBOATS STAND BY IN SEVERE CONDITIONS

Lifeboatman overboard during long service to stricken coaster

Members of the Scarborough lifeboat crew hauled their own Second Coxswain, John Trotter, to safety aboard their new Mersey class lifeboat *Fanny Victoria Wilkinson* and *Frank Stubbs* in difficult circumstances after he was thrown overboard while on service to the German coaster *Vineta* on 29 September 1991.

The 1,700-ton *Vineta* had suffered machinery failure and was dragging her anchor five miles NNW of Scarborough Castle, drifting dangerously close to rocks, when coxswain Stuart Ogden and his crew launched at 1129 to relieve Whitby's Tyne class lifeboat, *City of Sheffield*. The Tyne had been at the scene for several hours, awaiting the arrival of a tug to tow the disabled coaster to safety.

As the Scarborough lifeboat arrived at the scene at 1155, *Vineta* was taking water into her engine room and a pump was put aboard by a helicopter. The Whitby lifeboat returned to her station, arriving back at the scene some four-and-a-half hours later, at 1625, to relieve the Scarborough boat as the tug was not expected till 1900.

However, no sooner had the Scarborough crew reached their station at 1643, than the coastguard advised them that the tug, *Lady Moira*, was now expected an hour earlier.

With time only to check the fuel, the lifeboat returned to the casualty, taking portable radios for the six crew of the *Vineta* because of problems with lack of contact with the casualty.

At 1750, *Vineta* was told that the lifeboat intended to transfer the radios to the coaster and second coxswain John Trotter positioned himself on the starboard bow ready for the approach.

The wind was now NE Force 6-7, and the sea state was rough with seas and swell almost 20ft high. Any approach would be difficult, but the safest way was to bring the lifeboat's starboard bow up to the port side of the casualty's stern.

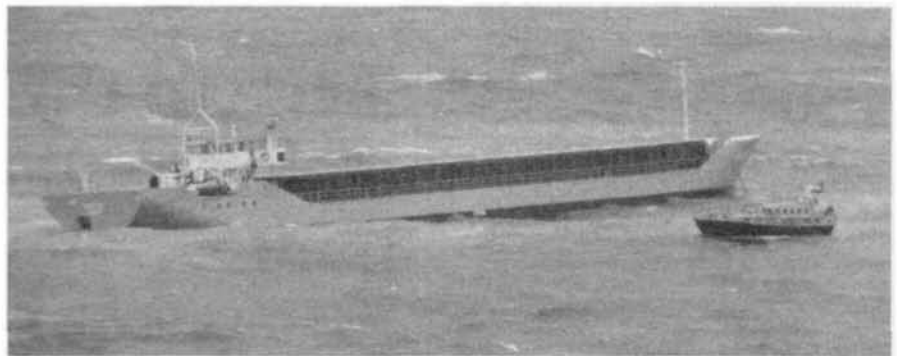
As the lifeboat made the run in to within 6ft of the casualty *Vineta* lifted on a big swell and the lifeboat fell off a sea under the coaster's

'I was only in the water for five or ten minutes but it felt like a lifetime...'

counter – just as second coxswain Trotter threw the radio to the crew of the ship.

Already off-balance as the lifeboat went astern to avoid being caught under the ship's

Scarborough's Mersey class lifeboat *Fanny Victoria Wilkinson* and *Frank Stubbs* stands by the 1,700-ton coaster *Vineta*.
Photo Scarborough Evening News



Thanks, but no thanks for Barry Dock!

Barry Dock lifeboat crew were faced with an unusual situation on 12 September this year, when one of two survivors they had located refused the offer of a lift to safety on the lifeboat!

Within 10 minutes of a 'shout' from Swansea coastguard, the crew of the relief Arun *Sir Max Aitken* were on their way to pick up two survivors from an RAF Tornado that had crashed in the Bristol Channel.

The two pilots had ejected and the crew found them unharmed and awaiting the rescue services in their inflatable dinghies. One of the airmen was

winched aboard a rescue helicopter but the other pilot politely declined the lifeboat crew's offer to board, waiting instead to be lifted into the helicopter with his co-pilot.

In a letter of thanks to Barry station branch, one of the pilots, based at Marham, King's Lynn, wrote:

'It was marvellous to see the lifeboat bearing down on us, particularly as the helicopter had not appeared at that stage. Personally, I was very sorry to have turned down the chance of you picking me up...'



Whitby
Scarborough
East Division

ELDERLY MAN RESCUED FROM GROUNDED YACHT

Crew member swims through heavy surf and scales cliff to survivor

Simon Chadwick, a member of Bude lifeboat crew, has received a letter of thanks from the Chairman of the Institution following his first service call in the station's D class lifeboat. During the service he swam ashore through heavy surf and then scaled a crumbling cliff to a stranded survivor.

The service began at 0940 on 30 June this year when Falmouth's honorary secretary heard from the coastguard that the yacht *Mary E* had been reported aground on the beach at Crackington by the fishing vessel *Helen Clare*. An immediate launch was requested.

Just six minutes later, the station's D class inflatable lifeboat was launched. Although the wind was only Force 2, a 10ft westerly ground sea was running and the day was overcast with mist.

After clearing the surf off Barrel Rock the lifeboat headed south west at best speed to arrive at the scene at 1000. She found the fishing vessel *Helen Clare* standing off the casualty, *Mary E*, which was hard aground on rocks on Pencarrow Point, at the north side of Crackington Haven. The yacht was being pounded by the surf and a person could be seen 80ft to 100ft up the cliff, which was some 200ft high at this point.

Surf

Lifeboat helmsman Martin Woodrow was wary of trying to land through the surf onto rocks, so crew member Simon Chadwick volunteered to swim ashore to investigate. He was taken as close to the shore as the helmsman dared go and then swam the remaining distance through the surf. Having checked the yacht for survivors and finding none aboard he continued to the beach, then climbed the cliff to the person who was some 80ft up.

This was the skipper and sole occupant of the yacht, a 70-year-old man who was exhausted and unable to move up or down the crumbling cliff face.

A helicopter had arrived at the scene by now and was preparing to winch the survivor aboard. Crew member Chadwick had the presence of mind to shield the survivor with his own body from the flying debris in the down-draught from the helicopter's rotor blades and then to help him into the strop.

Once the survivor had been winched up the helicopter took him to Barnstaple hospital as his condition had swiftly deteriorated and heart failure was suspected. His condition was later found to be due to delayed shock

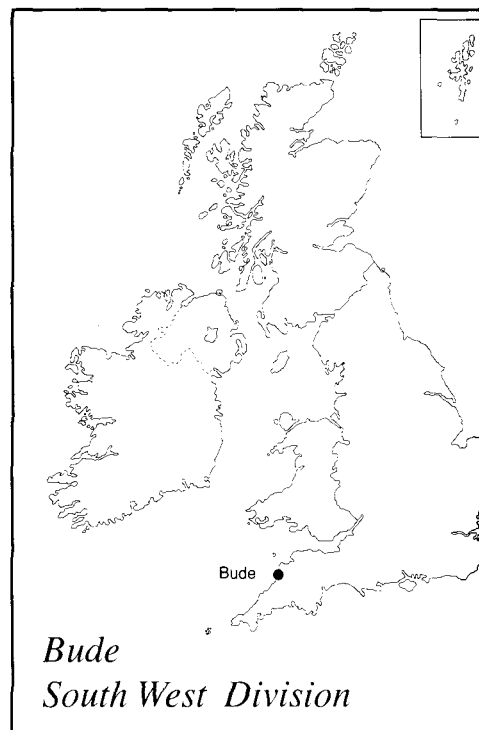
'The yacht was being pounded by the surf and a person could be seen 80ft to 100ft up the cliff'

from his ordeal.

Crew member Chadwick then returned to the yacht and, having recovered the survivor's personal effects and valuables, signalled for the helmsman to pick him up.

Helmsman Woodrow made two attempts to come in to the beach before signalling in return that he considered it too dangerous. Chadwick then swam through the surf to board the lifeboat which returned to her station at 1120. She was refuelled, rehoused and ready for service at 1210.

In his letter thanking crew member



Chadwick for his actions, Chairman Michael Vernon noted that he had 'displayed personal courage and presence of mind on only your first service as a member of the lifeboat crew by preventing the remainder of the crew being exposed to danger and assisting in the safe rescue of the skipper of the yacht'.

The RNLI's chief of operations Commodore George Cooper has written to helmsman Woodrow to congratulate him on his 'decision not to take the lifeboat into the surf which would thus have endangered the lives of the remaining crew members.'

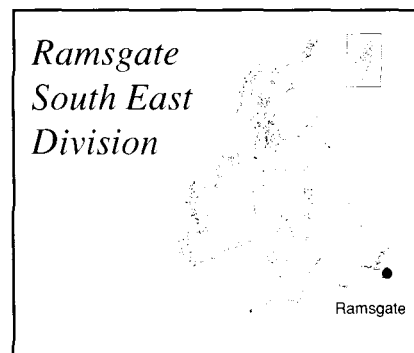
Tyne to the rescue of sinking pilot boat

Ramsgate's relief Tyne class lifeboat *Owen and Ann Aisher* was called to the assistance of Ramsgate port control on 1 June 1991 when one of their launches, the pilot boat *St Olave*, was reported to be sinking 1.75 miles NNE of the North Foreland.

The tide was ebbing and a fresh NE breeze was making the sea choppy when the lifeboat left her moorings at 0307 with a salvage pump on board. When she reached the casualty, just 13 minutes later, the bow of the pilot cutter was almost underwater, the forward cabin was flooded and water was reaching the engine room.

Second coxswain Derek Pegden and crew-

Ramsgate
South East
Division



man Timothy Hurst went aboard, taking the pump with them, and had to smash a hatch to gain entry to the forecabin. As pumping began, the lifeboat took the *St Olave* in tow to Ramsgate, stern first.

Already having taken off two survivors from the casualty, a second pilot cutter took the lifeboatmen off when the swell made the

Tyne's inflatable used to transfer sick woman through surf to lifeboat

Commodore George Cooper, the RNLI's Chief of Operations, has written to congratulate Coxswain/mechanic Robert Erskine and his crew for 'a fine team effort conducted in a very professional manner' after the evacuation of an eight months-pregnant woman with severe stomach pains from Morroch Bay to Portpatrick on 15 August this year.

It was not possible for an ambulance to reach the woman so the coastguard requested the assistance of Portpatrick's Tyne class lifeboat *Mary Irene Millar* to transfer the woman for medical attention.

It was just before high water and a fresh westerly breeze was making the sea choppy to rough when the lifeboat left her moorings, reaching the scene at 1526.

Because of a high surf on the beach the lifeboat's small inflatable X boat was launched and the sick woman transferred by lifeboat stretcher across the beach and into the inflatable.

Three crewmen then entered the water to hold the lifeboat steady while the woman was transferred to the Tyne, which had been placed broadside on to the X boat to provide shelter. By the end of the operation, the men who brought out the X boat were up to their shoulders in heavy surf.

A paramedic also came aboard to accompany the pregnant woman, and on return to harbour the woman was transferred by ambulance to Stranraer hospital.



Coxswain Erskine was understandably relieved that the crew's child delivery skills had not been tested on this occasion. And under 'Number of lives considered as rescued by the lifeboat' in his service report, honorary secretary Mr H. Harvie was pleased to respond: 'One - and a bit!'

Children cut off by tide

Silloth

Scotland South Division

Two children aged 12 and 5 years who had been cut off by the tide on a sandbank off Mawbray were rescued on 7 July 1991 by the prompt response of the Silloth lifeboat and John Boyle, a member of the public who swam to the children's assistance.

Liverpool coastguard were alerted by a 999 call and requested the immediate launch of the Atlantic 21 lifeboat, which set off at 1711 with helmsman Colin Akitt and crew members Steven Henderson, Andrew Winter, Richard Hocking and Malcolm Brown aboard. They reached the two children just eight minutes later.

When the lifeboat arrived Mr Boyle was supporting the children and trying to get to shallower water. The two children were taken aboard and given first aid and a crew member escorted Mr Boyle ashore.

In a letter of congratulations to honorary secretary Captain C.J. Puxley, the Chief of Operations, Commodore George Cooper, said: '...the helmsman praised the actions of Mr John Boyle who supported the children in the water. I consider the timely arrival of the lifeboat also contributed to the saving of the children's lives and I would like to congratulate the crew members for their performance in this first class service.'

Club safety boat rescues four

An incident which took place in the Ribble Estuary on 13 August this year has earned Mr Richard Blackburn the thanks of the chief of operations after he launched the Ribble Cruising Club rescue boat to save the life of a swimmer in trouble.

A speedboat that had been in difficulties earlier in the day had been towed to safety by a yacht and placed on a mooring. The occupants then settled down to do some fishing.

At about 1550 that same afternoon, one of the men on board decided to go for a swim and leapt overboard, only to be carried rapidly seawards in the strong ebb tide.

In view of the urgency of the situation, two of the Lytham lifeboat crew, P. Sumner and R. Wignall, asked Mr Blackburn if he would be willing to launch his club's rescue boat. Mr Blackburn agreed and a few minutes later had picked up the swimmer, who was already in an exhausted state, and brought him ashore.

Concern was felt for the safety of the speedboat and the three remaining occupants, and they were brought to shore as the boat had run out of fuel. The local auxiliary coastguard was reported to have spoken to the men later...!



The relief Tyne class lifeboat *Owen and Ann Aisher* alongside the sinking pilot boat *St Olave*.

Photo Michael Pett

casualty list to a dangerous angle during the tow.

The lifeboat continued to pump out the cutter on arrival at Ramsgate until a crane

could be brought in to lift it onto the quay.

The lifeboat then returned to station and was back on her moorings, ready for service at 0540.

ARUN MANOEUVERED ON ONE ENGINE ALONGSIDE SHALLOW REEF

Fishermen plucked to safety from vessel in danger of capsizing

Coxswain John C. Murray of Buckie lifeboat station has been congratulated on the 'leadership, determination and skill' he displayed during a service to the fishing vessel *Fidelity*, which was reported aground on a dangerous reef near Buckie and in danger of capsizing. The praise for the coxswain's actions is contained in a letter from the RNLI's Chairman, Michael Vernon.

The first indications of the service came at 0258 on Saturday 17 August 1991, when Aberdeen coastguard reported a Mayday message from the fishing vessel *Fidelity* saying she had gone aground.

Within seven minutes Buckie's Arun class lifeboat *Charles Brown* with coxswain Murray at the helm was heading towards the casualty at full speed, being informed by the coastguard en route that the 'casualty's crew are taking to liferaft'.

Flare

The sky was overcast with a westerly Force 3 creating a slight sea of some 3ft to 4ft, with little swell. Visibility was good.

Once out of the harbour the lifeboat played her searchlights on West Mucks and then Middle Mucks, but at that moment a red parachute flare was fired by the casualty's crew from the direction of East Mucks.

Turning the searchlight east, the lifeboat crew spotted the fishing vessel, hard aground with her starboard rail well under the water. There was no sign of survivors, who were assumed to be in the liferaft and drifting ashore with the westerly wind.



However, as the searchlight re-trained on the fishing vessel, a flashing torch on the port side of the casualty signalled the presence of the three survivors. Their liferaft could be seen, only partially inflated, lying off the port quarter. It later emerged that the three survivors had intended to take to the liferaft,

but decided to stay aboard the stranded fishing vessel when they heard the maroons.

Coxswain Murray closed in on *Fidelity*, firing a white parachute flare to illuminate the area as the lifeboat approached. It soon became clear that the fishing vessel was lying with a list of about 40° to starboard, lifting to about 25° with the swell.

Speed was of the essence, and the lifeboat crew were ready to launch the inflatable Y boat which they carried aboard the Arun. However the heavy rise and fall of the casualty in the swell meant the risk of capsizing was too great, and would endanger the lives of both survivors and the Y boat crew if they were to become entangled in the rigging and fishing gear.

'Their liferaft could be seen, only partly inflated, lying off the port quarter'

At 0311, Coxswain Murray made the decision to go straight in to the aid of the fishing vessel.

From his experience, he knew that the casualty was on the north side of a reef with only 5ft of water at that state of the tide. With the starboard engine in neutral in case of damage to the propeller, he approached the casualty as slowly as he could, using the port engine to counteract the effects of the sea. He succeeded in putting the bow of the lifeboat close to the survivors, and at 0313 the lifeboat crew helped them scramble onto the bow of the lifeboat. Coxswain Murray then went gently astern on his port engine to clear the casualty and the reef – the lifeboat touching bottom three times at her stern before she was clear.

Charles Brown then returned to Buckie harbour, securing in her berth at 0325 and landing the three survivors at the station. She was ready for service again at 0330.

Divisional inspector for Scotland North Mr Les Vipond noted in his report that, 'It took only 27 minutes from the time of the first alert to landing the three survivors.

'Coxswain John Murray, aware that the survivors were in great danger, chose to approach the casualty without delay while accepting that his lifeboat could suffer some damage. He showed very good seamanship in accomplishing the task on one engine only.'



(Left) The fishing vessel *Fidelity* lies awash with Buckie's Arun class lifeboat *Charles Brown* visible behind her.

Photo Tom Sankey

Seven lifeboat stations involved in 21 hour search for missing anglers

A complex service on 14 April 1991 involved all seven lifeboat stations from Dover to Newhaven, lasted 21 hours and involved searching of an area of 3,400 square miles for two missing vessels. As a result three lives were saved from one casualty, but sadly two bodies were recovered from the second.

The alarm was first raised at 2310 on 13 April, when Dover lifeboat station was asked by the coastguard to search for an angling dinghy seen signalling for help.

Ten minutes later, in a NNE Force 7 to 9, Dover's Thames class *Rotary Service* with Coxswain Hawkins at the helm launched and proceeded to her allocated search area.

At 0045 the Dungeness lifeboat *Alice Upjohn* was launched under the command of Coxswain William Richardson. The launch was hazardous, with a strong on-shore wind creating a heavy swell. One crew member was swept off his feet by the breaking seas but no damage or injury was sustained. That the boat was launched at all was due to the skill and quick reactions of the tractor driver.

When the lifeboat cleared the beach she pitched and rolled violently in the steep swell of more than 12ft, heading for the search area in winds gusting to Force 11.

At Littlestone the honorary secretary had heard of the search on his radio and offered the services of his station's Atlantic 21, the rigid inflatable launching at 0048 in a NE Force 7 with severe gusts and rough seas.

By 0100 a full-scale search was under way in difficult conditions with the Dover, Dungeness and Littlestone lifeboats assisted by a rescue helicopter.

Missing

As this continued another craft was reported missing - and the search was now on for two dinghies with a total of five people.

Two hours later, at 0300, the Littlestone lifeboat returned to station to refuel and to change crew, who were by now suffering from tiredness and exposure in the unprotected high speed inshore lifeboat.

As yet there had been no sign of the missing angling boat, but Coxswain Richardson of Dungeness lifeboat suggested that in view of the prevailing wind it would be wise to shift the search to an area west of Dungeness power station.

The coastguard agreed and once the search of the new area was complete the crew took a short rest in the lee of Dungeness. They had been on the exposed deck of the Rother for some hours taking turns in the extreme cold to operate the searchlight. Despite the difficulties it was this crew which located the first casualty at 0605 - a small boat with three men aboard who were suffering from exposure, exhaustion and hypothermia.



Dover, Littlestone, Dungeness, Rye, Hastings, Eastbourne and Newhaven
South East Division

All three were taken to Dungeness boat-house, where a helicopter took them to hospital. The three men had seen the search around them but were powerless to indicate their position.

Only thirty minutes after her return to station Dungeness lifeboat was put back on her launching carriage and re-launched at low water to search for the second missing vessel, a 17ft cabin cruiser with two anglers aboard and last seen off Dungeness.

The Dover lifeboat *Rotary Service* was also diverted to search for the second casualty and was taken well out into the English Channel where seas were very rough with a cold north-easterly wind.

Changed

At 0740, Dover coastguard requested the services of the C class Rye Harbour inshore lifeboat to join the other lifeboats in the search. She put to sea at 0808 and carried out a zig-zag search from Dungeness Point to Fairlight and extending 1.5 miles out to sea. After completing a sweep of the whole area the lifeboat returned to station at 0957.

The crew of the Littlestone lifeboat was changed back to the original members at 0815 and her search continued until the whole of the inshore sector had been thoroughly covered. The lifeboat was stood down by the coastguard at 0930, because of the bad weather conditions.

Eastbourne's Rother class lifeboat *Duke of Kent* with Coxswain Corke in command

became involved at 0955 while on a routine Sunday morning exercise. The lifeboat proceeded to her allotted area and searched for six hours, investigating numerous pieces of flotsam before being stood down at 1622 when the casualty was located.

At 0942, Dover's *Rotary Service* headed for Boulogne to refuel, returning to mid Channel to search throughout the day until, at 1623, she was asked to join the Hastings and Newhaven lifeboats to search an area in which an upturned vessel had been reported.

Newhaven's Arun class lifeboat *Keith Anderson* with Coxswain/mechanic Michael Beach in command had just returned from another service when Dover coastguard requested that she too join the search for the missing small boat. At 1100 the *Arun* had proceeded to Greenwich Light Buoy, 22 miles from her station, and had carried out a creeping search from 1225 until 1514 when she too was asked to rendezvous with the Dover and Hastings lifeboats.

Deteriorated

Finally, Hastings' Mersey class lifeboat *Sealink Endeavour* with Coxswain Fred White in command was launched at 1052 in a NNE Force 5 to 6 and moderate seas. She too had been asked to join the search close inshore and then progress to seaward adjacent to Hastings. Conditions deteriorated rapidly and she was at sea for eight hours with a continuous lookout on deck in NNE winds of Force 6 to 7.

The capsized vessel was eventually located by the rescue helicopter, at approximately 1622 some 26 miles from Hastings. The Hastings lifeboat took the cruiser in tow, but slipped it when the helicopter reported two bodies in the water nearby. The bodies were eventually recovered by helicopter, but when the lifeboat returned the cruiser had sunk. *Sealink Endeavour* returned to her station at 1854.

Letters of thanks have been sent by the Chairman to Coxswain William Richardson and tractor driver Mr Kenneth Coleman, of Dungeness lifeboat station; from the Director to crew, shorehelpers and honorary secretary Mr Christopher Wren of Dungeness station, to Coxswain Tony Hawkins and the crew members of Dover station, to the crew of Littlestone-on-Sea lifeboat and to Coxswain Fred White and the crew of Hastings lifeboat station; and from the chief of operations to Coxswain/mechanic David Corke and Eastbourne crew, to the crew of Rye Harbour, and to Coxswain/mechanic Michael Beach and the crew members of Newhaven lifeboat.



Membership News

Governors • Shoreline • Storm Force

Thank you

As the New Year begins, the number of RNLI members now stands at a record 197,000. We would like to say thank you to every one of you for supporting the RNLI in 1991 - and look forward to your continued support in 1992.

With operational coverage now extended to 50 miles offshore and with FAB 3 on the horizon, your membership is more important than ever.

Not only does your subscription provide valuable funds but it also gives great moral support to the lifeboatmen and women working on the coast. Knowing many thousands of people actively support and have a genuine concern for your lifesaving activities is a terrific motivator, giving crews an ever greater sense of pride in their work.

On their behalf, thank you.

Direct debits - Direct savings

Members pay their subscriptions in around a dozen different ways, and the one they choose depends on their individual needs and preferences. From cash to credit card, standing order to CAF vouchers, the RNLI is pleased to handle them all.

Although we intend to continue offering these different methods, it would help us enormously to streamline administration of the membership scheme with the aim of cutting our costs. And this is where we need your help.

Processing a direct debit costs less than a third of the cost of processing a cheque.

So, some years ago the RNLI introduced 'fixed direct debits' as commonly operated by the major clearing banks at the time.

More recently, banks have been switching to 'variable direct debits', which are easier

and even more cost-effective to administer.

A fixed direct debit costs more because when you change your category of membership, the amount you pay or the date you pay, a lot of extra work is involved in form filling and processing the forms.

A variable direct debit saves money because we can implement changes in the circumstances of your membership without necessarily having to process extra paperwork or ask you to complete more forms.

Signing a variable direct debit still leaves you in total control, and you will always be notified of any proposed change to your payments at least four weeks in advance.

By encouraging members to complete variable direct debits, the Institution can save a significant amount of money - funds which can be redirected towards our aim of saving lives at sea.

And we handle thousands of personal changes each year, so you can imagine the benefit to the Institution.

Also, in response to members' views, we plan to increase subscription rates towards the end of 1992 (more news in the Summer issue). Our administration of this increase will be very much easier - and cheaper - for subscriptions paid by variable direct debit.

If you are currently paying by fixed direct debit, you will have recently received a letter asking you to sign the new variable direct debit.

Please accept our thanks if you have already returned the form.

If you haven't done so yet, please consider our request seriously.

New Year's Resolution

New Year is a time of financial hardship. No, not because of the recession, but because of all those Christmas presents we bought and, of course, those charity appeals we all supported!

With this in mind, here's a way to increase your contribution to the RNLI's work - without spending an extra penny.

Do you pay income tax on your salary or pension? Nearly all of us do pay tax, so there's no excuse for not signing a covenant!

Many people are still anxious about what signing a covenant really means.

A covenant allows the RNLI to reclaim from the Inland Revenue some of the income tax that you have paid against your salary, pension or other taxable income.

If you covenant your subscription, then the RNLI can claim from the Inland Revenue approximately one third of the value of your subscription. Signing a covenant does not affect you or your tax position in any way.

So, if you have not already covenanted your membership subscription, why not make it

your New Year's resolution to do so?

Please write to the Membership Department at Headquarters for further information and a covenant form.

Vital Attraction

We are constantly experimenting with ways of attracting new RNLI members.

In November, with the aim of recruiting new Shoreline and Governor members, we produced a special promotional pack entitled 'These men have one of the most demanding jobs in Britain.' The pack describes the work of Tenby's lifeboat crew and was sent to individuals who currently do not hold membership of the RNLI.

Everything has been done to ensure that existing members do not receive this literature.

However, no system is perfect and it is always possible that a small number of members have been missed by our checks.

If you have received this pack and are a current member, please accept our sincere apologies. Perhaps you would be kind enough to pass on the literature to a friend or colleague who may wish to consider joining.

We will carefully monitor the success of this venture, which we hope will be a very good fund raiser for the RNLI.

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



All we ask of you is £6.

One element of the promotional pack 'These men have one of the most demanding jobs in Britain', designed to recruit new Shoreline and Governor members to the RNLI and which it is hoped will prove a great fund raiser for the Institution.

Please address enquiries or comments to Membership Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, tel (0202) 671133.

YOUR LETTERS



Storm Force Club

Towards the end of last year, my branch started a Storm Force Club. This is not a group sharing corporate membership, but a club for youngsters who already have or who may be interested in having their own individual Storm Force membership.

Our club met in winter on a monthly basis and arranged two trips out in the summer. However, there are only so many types of lifeboat to talk about, and I am now looking for people organising a similar club or group, meeting on a regular basis, to exchange ideas and fire our youngsters' interest.

It seems that there is no record of others running a similar club. Indeed, apart from the corporate groups mentioned (which may not necessarily hold meetings), it may well be that our club is unique. I hope not, as the young people of today are our members and helpers of tomorrow and such clubs are a way of attracting and retaining their interest.

Is there anyone involved in the organisation of a Storm Force group or club which meets regularly - or indeed anyone else - who would care to drop me a line so we can start up an ex-

Thank you

During a cruise around Ireland, we suffered a complete fuel failure on passage from the Aran Islands to Cashla Bay.

Having re-bled the engine six times but being unable to keep it running on load because of air in the fuel line, we tried to tack offshore - but the short, steep seas prevented the boat from going through the wind (our yacht *Final Quest* is a 28-ton 55ft motor sailor ketch). With no way of resolving the problem and with only two-and-a-half miles of sea room to a very rocky lee shore we had no alternative but to make a Pan Pan call. It was answered immediately by Shannon Radio who decided to launch the Galway Bay lifeboat to tow us into Cashla Bay.

Having sailed for 35 years, such a course of events was not one I ever thought would happen to me. This was the one situation everyone fears and it was very reassuring to see the

change of ideas, programme building and, if distance does not preclude it, the occasional joint activity? I should very much like to hear from you,

P.R. Threlfall

Branch Honorary Secretary
Wellington & Dst branch,
10 Clifford Terrace,
Wellington, Somerset,
TA21 8PQ

Safety point

This summer, both Redcar lifeboats were launched on an incident which brought to light an important safety point.

The vessel concerned had a wheelhouse fire and when the lifeboats arrived at the scene within five minutes, they found the fire out but the 26ft fishing boat totally disabled and without power.

After the battery had been disconnected and the fuel supply isolated, she was towed to a safe mooring where the cause of the fire was established. A hydraulic pipe within the engine box had burst, spraying oil onto the manifold, resulting in almost instant ignition with plenty of heavy smoke, flame and heat.

Several safety points came to light. The vessel had a forward cabin but was steered from aft with a tiller. All of the safety equipment - VHF radios, flares, lifejackets and fire

extinguisher - was stored in the cabin and couldn't be accessed readily with the fire amidships in the engine.

The skipper had to jump through the fire area to grab the extinguisher which, on this occasion, he managed to do. However, he was unable to use his VHF to call for assistance, use his flares or get out his lifejacket.

On another day, out of sight of land, this relatively minor incident could have ended in tragedy. In this instance, if the fire extinguisher had not been able to cope with the outbreak, then the skipper would have been left with no other means of tackling the fire, calling for assistance or reaching the lifejackets.

I feel this incident may serve as a good illustration to many small boat owners in the importance of not only having the right equipment - but of having it in the right place.

Mike Picknett

Helmsman, Redcar lifeboat



Arun coming to our assistance.

The tow was undertaken very efficiently and I should be grateful if you would convey our sincere thanks to the coxswain and crew for their excellent help.

Incidentally, it took five hours the following day to trace the cause of the problem, which was the failure of an olive union on the copper fuel line at the lift pump entry. After

Galway Bay's relief lifeboat tows *Final Quest* to safe harbour

7,000 miles of trouble-free service it let us down when conditions and sea room gave no opportunity for the problem to be resolved. Such are the pleasures of yachting!

With very grateful thanks for your continuing and excellent service,

Paul J. Williamson
Southport, Merseyside

Meeting on Manx soil

The Fire Brigade Society held its 1991 AGM away from the mainland for the first time since its founding in 1963. We were invited to visit the Isle of Man.

After two years of planning, the AGM weekend took place with members from Germany and many parts of Britain meeting on Manx soil.

Part of our weekend is always taken up with visits to other emergency services. We visited three lifeboat stations on the island, with time to take photographs at the other two.

Our party was greeted with warmth and hospitality at the three stations - Douglas, Ramsey

and Peel. One of my lasting memories will be of watching the Ramsey lifeboat emerging from the boathouse and myself turning round to see 60 people taking photos of the event, all in the pouring rain.

To name names would be wrong. All the crews we met proved a great credit to their own stations and to the service in general. I hope, with the high level of feeling towards the RNLI from within our society, we can do something in return.

With many thanks,

Nigel Crompton

AGM '91 Organiser

The Fire Brigade Society
Reading, Berks

UK drive support

I would like to express my sincere appreciation to all those at the RNLI for the assistance, support and welcome we received at each and every stop of our recent fund raising drive to every lifeboat station around the coast of Britain and northern Ireland.

Countless numbers of crews made us feel so very welcome during our drive: the crew in Calshot who had prepared an

enormous amount of sandwiches for us on our visit (unfortunately, we couldn't stay long as we were running so far behind schedule); the ladies' guild and crew at Kippford who organised soup and rolls for us - and that description does not do justice to the amount of food they made for us; Jimmy McPhee and the crew of the Campbeltown lifeboat where we had the privilege of sailing on the Arun in

continued overleaf ...

Bookshelf

some recent publications reviewed

EDWARDIAN WORTHING Eventful Era in a Lifeboat Town written and published by Rob Blann at £12.95

ISBN 0 9516277 1 6

Foreword by Raymond Baxter, RNLI vice president and member of the committee of management

Edwardian Worthing presents a history of the town between 1901 and 1914, focusing on civic events, town parades and daring lifeboat rescues.

Among other events, author Rob Blann chronicles regattas, the christening of the lifeboat *Richard Coleman*, coronation parades, King Edward VII's visit and the pier's destruction by a storm on Easter Saturday 1913.

Packed with over 200 photographs, plates and postcards of local characters and lifeboats, this book is interesting for its insight into the role of a lifeboat within a community.

Available from the author at 349 Tarring Road, Worthing, West Sussex BN11 5JL (add £1 for P&P). Part of sales proceeds to be donated to the RNLI.

PENLEE – THE LOSS OF A LIFEBOAT

by Michael Sagar-Fenton
Published by Bossiney Books
at £4.95

ISBN 0 948158 72 7

It is now ten years since the tragic loss of the Penlee lifeboat *Solomon Browne* with her eight-man crew and eight people from the coaster *Union Star*.

The memories of that wild December night in 1981 have scarcely dimmed and some may prefer old wounds to remain unopened. But Michael Sagar-Fenton's account is as sympathetic a re-telling, with due tribute to the bravery shown that

night, as could be found.

The author traces the whole incident in chronological order, making use of the radio log as a skeleton and fleshing it out with additional information. Charts and photographs bring home the horror of conditions which battered the Cornish coast. The result is a vivid, sobering account.

The events of 19 December 1981 are well known, but the words of Russell Smith, pilot of the Sea King helicopter at the scene, cannot be repeated too often. A brave, dedicated man himself, he said of the lifeboat crew: 'they were truly the bravest eight men I have ever seen...'

GRACE - A NOVEL

by Jill Paton Walsh
Published by the Penguin Group
at £8.99

ISBN 0 670 83820 9

This 'factional' book about

Grace Darling documents Grace's most famous exploit, supplemented by imagined conversations and events.

Written as though related by Grace herself, the story vividly and perhaps controversially recounts the effect of the rescue on local people. It also illustrates the intense interest that the rescue aroused throughout the country and people's desire to visit the scene.

THE STORY OF THE FILEY LIFEBOATS

Complete with glossy, full colour cover, this latest book from Jeff Morris, honorary archivist of the Lifeboat Enthusiasts Society, is available from Mr Ian Ross, 27 Grovehill Road, Filey, N. Yorkshire YO14 9NL priced £2.35 (including P&P).

More book reviews on page 178...



Your LETTERS

Continued from
previous page

Campbeltown Bay, a tremendous experience and the highlight of our trip.

Thanks also to Glynn Harbour in Atlantic College for permitting us to overnight in the castle; to Roy Williams and the crew at Fishguard for allowing us to stay at a local hotel free of charge (bliss after the floor of a police station!); to the crew at New Quay who gave us a trip around the bay in their D class boat; to Mrs Joan Good in Brixham for throwing open her home to the team, and for the welcome from the ladies' guild and crew at the station.

We met so many people in-

involved with the RNLI over the three-week journey that I am sure I have forgotten to mention some of them.

I trust they will forgive this omission and believe that when I say 'thank you', the words seem completely inadequate to express just how much the team and I appreciate the amount of support that was given to us.

It was a privilege meeting all connected with the RNLI.

With best wishes
PC I.J. Wylie
Copenacre, Wiltshire

Fifth generation

Looking through our family records, I notice that my family is into its fifth generation of continuous connection with the lifeboat service.

My great grandfather was W.H. Baker of Padstow. His first service was in February 1883. He became coxswain in 1905 and retired in January 1924. He was awarded the Silver Medal for a rescue carried out on 12 November 1911 when two vessels, the schooner *Island Maid* and the brigantine *Angele*, both ran for shelter towards Padstow

and struck the notorious Doom Bar. The rescue was reported on the front page of the 'Daily Mirror'.

W.H. Baker served a total of 41 years, 22 years as a crew member and 19 years as coxswain. He died in 1924. Lives saved, unknown.

My grandfather W.J. Baker of Padstow started in early 1902 as the first signalman on board the RNLI steam tug *Helen Peele*. He became temporary coxswain of the lifeboat *Arab* in 1923, a position confirmed in June 1924. He retired as coxswain in September 1948 and became head launcher until 1962. During his career as coxswain he was awarded the Bronze Medal in 1928 for saving the crew of 18 from the vessel *SS Taormina* of Oslo after it struck the Doom Bar. Total years service, 60: 22 years as crew member, 24 years as coxswain and 14 years as head launcher. 107 lives saved.

Mrs Mary Taylor ('Lifeboat Mary') of Padstow, my mother, collected funds for the RNLI with my grandmother from 1935 and still raises funds and supplies the crew with a hot meal when

they return after a long call-out or exercise. In 1977, she was awarded the Silver Statuette and, in 1990, the Silver Badge.

I myself have always been very proud of my family tradition and joined Shoreline in 1980. In 1990, I was asked to become a committee member of the Penlee Branch, which I did with pride. As I contracted polio as a small child, I have not been able to become a crew member, but I do all I can on shore.

My son James - the fifth generation - became a Storm Force member in 1986. His first trip on a lifeboat was when he was only two-and-a-half years old. Since then, he has always been ready to help, cleaning the Padstow lifeboat before her naming ceremony, collecting £75 towards the cost of the new Sennen Cove lifeboat, and helping me with collections.

My uncle Mr P. Baker was a crew member and mechanic for 28 years. Lives saved, unknown.

This makes a total of 108 years continuous service for the RNLI, and a total of 203 man years.

Mr E.C. Taylor
Penzance

£ £ £ THE FUND RAISERS £ £ £

Some ways of filling the coffers...

Society pledge

In 1990, the Bristol and West Building Society ran a vendor guarantee scheme whereby £100 was pledged to charity for every case proved where the society failed to meet certain standards. For giving their seal of approval, the RNLI was one of three charities to receive £5,000.

Last September, John Stalker, who had agreed to adjudicate in any particular dispute, presented the second instalment of £2,500 to Andrew Young, regional organiser for the south west.

Cheers!

In the five days leading up to August bank holiday weekend, members of Peterborough branch visited the Campaign for Real Ale Festival and collected £1,208.

Not only was this a record for the branch but a record 12,500 people consumed 28,800 pints of real ale over the five days.

The Peterborough branch of CAMRA has adopted the RNLI as its only charity, raising £2,408 over the last three years. Malcolm Smith, chairman of the branch, says, 'I can't think of a much better way of spending my free time than enjoying a good pint of real ale in very pleasant company, at the same time raising money for the lifeboats!'

Walk this way

Pensioner Norman Coates of Harrogate celebrated his 79th birthday last September by walking the 55-mile Nidderdale Way in three days to raise over £2,500 in sponsorship.

Proceeds from the walk have gone to the Jason Logg Memorial Fund, which has been set up in Harrogate to fund a lifeboat in memory of 19-year-old Jason Logg who was lost at sea off Flamborough Head in February 1991.

Mr Coates stops for a well-earned rest and a bite to eat on his 55-mile walk along the Nidderdale Way.



Above: Wokingham branch chairman Michael Collings receives the latest donation from John Linneman, chairman of John Linneman Associates of San Francisco.

A boxful of dollars

Box collections are an excellent form of collecting and Wokingham branch has extended its reach with the latest placement.

John Linneman, chairman of John Linneman Associates of San Francisco, has been a governor of Shoreline for many years and was recently persuaded to have a collecting box in his office. After only a few months, just over \$82 had been collected and a second box has now been requested for the company office in Hertford, Connecticut.

Does any other branch or guild claim San Francisco or Hertford as theirs?

Save those stamps!

Although the Green Shield stamps company has ceased trading, the RNLI still has a means of redeeming your saved stamps.

The Institution will be grateful to receive any sent to Central Fund Raising, West Quay Road, Poole, Dorset BH15 1HZ.

Filthy lucre!

One day last summer, a large van belonging to the police diving team drew up at the garden gate of a small house in Leybourne, Kent and unloaded a large quantity of dirty, wet coins. What was going on?

In the early 1980s, the local Chimneys Steak House had been converted from an old rectory. Its ancient well, fed by a local stream, was incorporated into one of the bars.

Money thrown into the well by patrons is donated to the East Malling and District branch, but because of its depth the coins can only be recovered by divers.

Fortunately, the branch can call on the services of the police diving team, who last emptied the well in 1986.

On this latest occasion, the restaurant was closed for business as the diving team arrived with all their equipment to clear the well.

The operation complete, the money was delivered to branch secretary Miss Gladys Haynes, her house being the nearest! All the money was tipped into a wheelbarrow, but as the coins soon piled up, the barrow became

much too heavy to be moved.

Two committee members arrived with their buckets, which were soon filled with the filthy lucre! Then started the long job of sieving the coins to remove grit and broken glass and washing them. The money was then bagged up for the bank, the final sum being £734.28. Coins are also thrown into a man-made waterfall in the restaurant, and since 1986, Chimneys Steak House has donated over £1,290 to the East Malling and District branch.

Children's club

Christ Church Cockfosters held a week-long holiday club in August for children aged 5-11 and the RNLI was adopted as its charity.

Sue Clifton, area organiser for North London, provided films and videos for the children and families to watch, as well as a model lifeboatman and an inshore lifeboat.

About 130 children attended the club and sampled activities like dance, drama, cooking and artwork. Great fun was had by all and £200 was collected for lifeboat funds.



Feline funds

Thirty-nine years after his first visit to Owlbarrow when he helped crew the lifeboat on a rescue mission, Orlando - a marmalade cat - has returned to raise funds for the local ladies' guild.

'Owlbarrow' is actually Aldeburgh in Suffolk and is used by Kathleen Hale, creator of the Orlando books, as the fictional seaside town in 'Orlando, a Seaside Holiday'.

Last year, publishers Frederick Warne and the Aldeburgh Bookshop re-launched the book with the help of the Aldeburgh lifeboat crew and a local volunteer who dressed up in a large Orlando cat skin.

Afterwards, the bookshop suggested that posters advertising the book be sold in aid of the Aldeburgh lifeboat. Deborah Hooper, publicity officer for Frederick Warne, agreed.

More than £100 has been collected so far and Michael Catterick, joint owner of the bookshop, presented Clare Foss, chairman of Aldeburgh and District ladies' guild, with a cheque at the annual street fair held in aid of the RNLI last August. The street fair raised over £2,000.

Young fund raisers

Master Alan Clark, aged 7, from Stockport in Cheshire, was so thrilled to attend the naming ceremony of the Storm Force train in Poole last April and the Storm Force Rally in Liverpool, that he decided to raise funds for the Institution.

A chocolate morning was held at his home - lots of yummy chocolate cakes, biscuits and bars were sold, a chocolate bring-and-buy, a chocolate raffle and a 'guess which lifeboat holds the treasure' competition. According to Alan, everyone enjoyed themselves, 'even Mummy who had fun baking lots of cakes and licking the bowl afterwards!' £52.30 was realised and presented to Bredbury branch.

Seven other young RNLI supporters organised a sale of their old toys and raised a grand total of £21 for Whitburn ladies' guild. The youngsters were Angela and Faye Stephenson, aged 6 and 4, Philip and Stuart Lincoln, aged 6 and 4, and Ben, Sam and Claire Middleton, aged 9, 7 and 3.

Bank holiday fun

Five years ago the residents' committee at Burton Constable Caravan Park, Sproatley, decided to devote the proceeds of a fund raising August bank holiday to charity. As the park is near the coast, the RNLI was the natural choice.

The amount raised from what has become an annual event of raffles, games, stalls and competitions has increased each year, from £90 in 1987 to £1,000 in 1991.

The results of the hard-earned efforts were donated to the lifeboat station at Spurn Head, a popular visiting area for residents and tourists alike from the camp site.



Sub-divisional officer Clive Buckley puts on a brave face as he prepares for his 160ft daredevil leap! Photo The Western Morning News Company

A minor miracle!

A 1956 Morris Minor, driven by its owner Harry Sharp from South Molton, north Devon, travelled nearly 3,000 miles visiting 115 lifeboat stations in eleven days.

The sponsored drive raised a total of £1,200, which Mr Sharp handed over to Mr Tony Bellamy, area organiser for the south west, in a short presentation that took place in front of the Ilfracombe lifeboat.

Terror firma

The Moat House Hotel, Plymouth was the scene of much excitement on 22 June as 16 special constables from Solihull, Birmingham prepared for a 160ft daredevil leap by death slide to terra firma.

Hotel staff were also 'persuaded' to join in the fun and, happily, all those participating survived the jump.

However, John Adams, a member of the hotel's staff, summed it up for many when he declared, 'Never again, that's all I can say. At least I now know what 'adrenalin' means!'

In brief...In brief...In brief...In brief...In brief...In brief...In brief...

FOR THE second year running, Backwell and District branch held its AGM in Cherbourg and raised over £360. Some members sailed across in the branch chairman's boat and those that travelled on a P&O ferry sold Volvo draw tickets to passengers and crew. Captain Clarke, master of the ferry, kindly described the work of

the lifeboat service to passengers.

CLAPHAM, Battersea & Wandsworth branch celebrated its tenth birthday last September. Ann Wilkins, regional organiser for Greater London, showed two films on the lifeboat service, and the 70 Shoreline members present greatly enjoyed a slice of a magnificent cake in the shape of the RNLI flag.



Clapham, Battersea and Wandsworth celebrate ten years of fundraising.

Over £180-worth of souvenirs was sold and over £60 collected in donations. Since 1981 the branch annual income has increased from £2,000 to over £11,000.

BARKING & Dagenham branch report they have received over £500 in just over 12 months from the permanent collecting box in the local British Legion Fishing Club.

AT A MEETING of the executive committee of the City of London branch, Richard Clarke handed over cheques to the value of £1,847.88, representing the proceeds of his sponsored London marathon. Branch chairman Richard Charvet accepted the donations in a short presentation outside London's Guildhall.



Tonbridge Rotaract members dine in style aboard the *Jesse Lumb* at Duxford Airfield as part of their meal challenge.

Making a meal of it

One of the tasks set for Rotaract members in their annual 'Rotaract in Action Week' (RAW) was to stage a meal in an unusual location, but with a nautical theme. The aim of RAW is to promote club activities, at the same time raising money for charity, this year the RNLI.

The Tonbridge branch racked their brains and came up with the idea of contacting the Imperial War Museum at Duxford Airfield,

Rotaract members took it in turns to eat their three-course meal - in twos and threes because of the limited space!

Amanda Mark, community services committee chairman for the Tonbridge club, says, 'Apart from feeling numb with cold, we all enjoyed ourselves tremendously.'

The club expects to raise nearly £210 for the RNLI from the meal challenge and are wondering just what is in store for them next year!

Christmas cheer

Christmas morning in 1990, when all good children were tucked up in bed dreaming of Santa, the lifeboat crew at Angle were on their way to the aid of a stranded tanker in a fierce south westerly gale.

The crew battled to save *Thuntank* throughout the early hours of Christmas morning, eventually managing to attach a towline aboard the grounded tanker and refloat her on that tide.

Their hard work was rewarded recently with the presentation of a cheque for £25,000. Mr Stephen Dennison, UK director and general manager of Cory Towage, handed over the donation to coxswain Gerald Edwards at the Merchant Navy Club, Milford Haven.

It came with the firm order that the crew should use a little of the money to enjoy themselves and make up for the Christmas they and their families had missed!

Bookings taken

This year, the Southern Model Lifeboat Society has staged many displays at fund raising events around the south, amongst them Brentford Dock fun day, Brighton lifeboat open day, Swanage gala and a number of model exhibitions. At all these events, the public has shown a great deal of interest in the models, especially when the boats are shown afloat under radio control.

Since the formation of the society in June 1990, the society has supported the appeal for a new Tyne class lifeboat at Shoreham and has already donated kitchen equipment for the crew rooms of the *Newhaven* and *Shoreham* boathouses.

The society is now taking bookings for 1992. If you would like them to attend your event or if you would like to join yourself, then contact Tony Olliff at 2 Elderfield Close, Emsworth, Hants PO10 7QW.

Chelmsford reformed

Sarah Halls, area organiser for the east, reports that she has recently reformed the Chelmsford branch after the area has been more than four years without a proper branch.

This new branch held their flag day on 11 October, raising £1,207, together with £269 from the sale of souvenirs.

House-to-house collections amounted to £2,575, making a grand total of over £4,000.

Not a bad start!

Branch members raising funds for the Institution in Chelmsford shopping precinct.



In brief...In brief...In brief...

DURING the last seven years no less than **£4,407.98** has been donated to **Bognor Regis** branch by members of the **Pagham Club**.

A **LIFEBOAT** day and barbecue organised by **Kelsall** branch raised over £500. Held in the gardens of a committee member's house, the event's attractions included two marquees of stalls, a barbecue and a static display of boats which included a fire-fighting inflatable, a steam launch, dinghies and sailboards, all lent by their owners for the occasion. Since its formation in 1989 the branch has raised over £4,300.

THE WEATHER was perfect, people came by the hundreds and over **£2,800** was raised at **Cullercoats Harbour Day** organised by the crew of the lifeboat station and the committee of the **Cullercoats & Whitley Bay ladies' guild**. **Simon Willis** from the **BBC** programme 'Look North' opened proceedings and took part in the boat race.

THE ERITH AND CRAYFORD branch have good reason to be very grateful to the licensees and patrons of **The Victoria** public house in **Upper Belvedere, Kent**. Licensees **Del and Joyce Morgan** organised a fun day in **May** codenamed 'nonathlon', a series of nine individual sporting events undertaken by their patrons, which raised a splendid **£2,085**. During the day, **Mr Eamon Kelly** volunteered to have his head shaved, and in a separate event, **Mr Martin Botley** ran the **London Marathon**, raising **£300**.

A **CHARITY** band concert evening was held by **Mr and Mrs Norman Jesty**, owners of **The Old Vicarage Hotel in Highcliffe, Dorset**. A buffet followed the concert, which was given by the **Regimental Band of the Royal Hampshire Regiment**, and the enjoyable evening realised **£423** for the **Highcliffe** branch.

A **LIFEBOAT** dance organised by the crew of **Whitby** lifeboat raised **£4,049** for **Whitby** branch. The **Glenn Miller Orchestra** was booked for the occasion, over 700 tickets were sold and the evening was a huge success.

RAME PENINSULA branch has enjoyed another excellent year, passing some **£2,000** to **Headquarters** in the last quarter. A fine concert given by the **Torpoint Lady Singers** raised **£88**, and a raffle on the **Tamar** boat cruise to **Weir Head** in **August** resulted in another **£80**. In addition, the **Raleigh Sea Angling Club's 'Fish-in'** raised the further magnificent sum of **£800**.

A **CYCLE** trip from **John O'Groats** to **Lands End**, covering over 1,000 miles in eleven days, raised **£707**. The man with the sore *derriere* is **Mike Edwards** of **Highcliffe**, who completed the journey without back-up and who was welcomed at his destination by the coxswain of the **Sennen Cove** lifeboat.

Swimsafe

More than £500 was raised for Swimsafe UK when RNLI personnel from New Brighton lifeboat station, members of Wirral Beach Patrol Service and the local lifesaving club took part in a sponsored swim.

Mike Jones, one of New Brighton's helmsmen, swam seven miles in the River Mersey, the equivalent distance of a swim from Hoylake's to New Brighton's lifeboat station. Safety cover was provided by the beach patrol service and, of course, HM Coastguard.

A further £120 was raised by Year 9 pupils at Sprowston High School, Norwich who participated in a sponsored swim. Keith Horne, treasurer of the Great Yarmouth and Gorleston branch gave a short talk prior to receiving a cheque from 13-year-old Tim Clarke.

Cruising club raises £350

The Sailing Section of the Middle Nene Cruising Club, based at the former gravel pits at Thrapston, Kettering, has raised £350 for the lifeboat service. The money was raised by club members who took part in a two-day sailing regatta earlier this year.

A cheque for the sum was presented to Mel Smith of Oundle branch on 3 August aboard a traditional gaff-rigged Broads sailing yacht.

Shopped!

Before setting out on their gruelling three-week circumnavigation of the United Kingdom's mainland lifeboat stations, the MoD police team from Copenacre Royal Naval Depot in Wiltshire put their Ford Escort car, provided by local main dealer Hewitt's and news of their exploits on show for the day to the public.

The venue was Chippenham's Emery Gate shopping centre and the police team sold raffle tickets throughout in support of the police appeal to fund a Mersey class lifeboat.

Supporting their efforts was a souvenir and gift stall run by Mrs Pam Ellis, Chippenham branch souvenir secretary and Mrs Angela Virr, together with an exhibition of model lifeboats provided by Mr Vic Cole of Faringdon, who regularly supports Chippenham flag day.

Right: Mr Vic Cole with his Mersey model and the police team, Sergeant Geoff Thompson and PCs Alan Neasham, Iain Wylie and Steve Morse, who all gave up three weeks' leave to make the trip. *Photo Steve McClean, Wiltshire Newspapers*



1991 Volvo winners

A grand total of £325,193.64 has been raised so far from the 1991 promotion in conjunction with Volvo Concessionaires Ltd.

Five Volvo 460DL cars were offered as prizes in raffles throughout various fund raising regions. The prizewinners and amounts raised in the regions are as follows:

South West and Greater London combined to raise £85,814.75 and £7,990.50 respectively (total £93,805.25). The winner was Mrs C. Keith of Plympton, Plymouth.

North East and East together raised a total of £50,927; the winner was Mr G. Potter of Wygate in Lincolnshire.

Wales and Central England regions raised £35,053 and £11,567 respectively (total £46,620). Winner: Mr J. Paterson of Norwich.

South and South East regions raised £63,068 and £12,403 respectively (total £75,471), and the winner was Mr J. Young, of west Sussex.

Scotland and North West raised £48,851.45 and £9,518.94 respectively (total £58,370.39). The winner was Mrs Smith of Troon.

Pictured below are Mr Andrew Cubie ws, member of the Institution's fund raising committee, and Mr Hugh Reid, Scottish dealer development manager, Volvo Concessionaires Ltd, with the winning ticket for the Scotland/North West draw which took place on 27 September at the Edinburgh Sheraton Hotel.



A voyage in our time

The tragic story of the ill-fated liner *RMS Titanic* was re-examined in a special presentation entitled 'RMS Titanic - A Voyage In Our Time' by George Connor at the Royal Geographical Society, London SW7 on 19 September. Mr Connor is a Fellow of the Institute of Marine Engineers, served an apprenticeship at Harland and Wolff in Belfast where the *Titanic* was built and is acknowledged as an expert in his field.

Following an official reception in the Society's Map Room, the 100 guests, including Mr Michael Vernon, chairman of the RNLI, proceeded to the lecture theatre for the highly visual presentation.

Using slides and film, Mr Connor sifted fact from fiction, examining the tales of premonition, coincidence and psychic phenomena which reputedly foretold the vessel's demise.

The event was organised by the American branch of the RNLI, which was formed during bicentennial celebrations of American Independence in 1976 when US citizens in the UK set about raising funds for the RNLI.

Approximately £500 was raised.

The Fund Raisers
The final date for copy to appear in this section of the Spring 1992 issue of *The Lifeboat* is 2 March 1992

PAST...AND...PRESENT

75 years ago

From the pages of *THE LIFEBOAT*
May 1916

Life-boat crews on the Yorkshire Coast

From time immemorial it has been the custom of the Life-boat Service not to maintain fixed crews for Life-boats, but to draw volunteers as required from the seafaring population of the coast towns and villages where Life-boats are stationed.

The advantages of such a system over any in which men would be engaged permanently to form a Life-boat's crew are manifold.

Not only is there the obvious economy of such a course, but what is more important, there is actually a greater efficiency; as the men, continuing to pursue their avocations as fishermen, boatmen, etc., and spending their lives in open boats, are kept in constant training for the particular class of work which is required in the Life-boat Service, the very nature of which is such that the occasions of use are few and far between; and a crew of men who did no other work would, it is feared, soon degenerate into loafers.

Fortunately, the conditions are such that in the great majority of places where it is necessary to keep a Life-boat the right sort of men are to be found...

Manning the boats

...The manning of the Yorkshire Life-boats is an easy enough problem, solving itself by the fact that wherever Life-boats are wanted the men to man them are at hand.

But south of Bridlington, the Life-boat Institution is confronted with a peculiar difficulty. Here and there on the coasts of this kingdom villages are found which formerly supported a population of fishermen, but where the industry has gradually ceased to exist.

The causes of this decrease are complex, and not easy to follow; the advent of steam trawling, the rural exodus into the great towns, the greater facilities which modern means of travel give the rising generation of finding work elsewhere, and the advantages which are to be found in other walks of life, all contribute; and that splendid figure, the inshore fisherman, is slowly but surely going the way of the hand-loom weaver and the driver of stage coaches...

...Yet, the proximity of the mighty Humber, with a greater actual number of vessels passing up and down it than any other river in the world, makes it imperative to guard its approaches, and two Life-boat stations are maintained on this coast. At Hornsea, the boat is manned by Bridlington fishermen who, on an alarm being given, drive over in three motor cars, while the local men get all ready for launching and take the boat to the water's edge.

Some things never change...

From the title page of *THE LIFEBOAT Journal* dated 1 February 1917:

'Note: The Editor will be grateful to Hon. Secretaries, and other subscribers, for any really good photographs of wrecks, or Life-boats on service or exercise, for publication in the *Journal*.'

Today's lifeboatmen

Coxswain Michael Grant of Selsey joined the crew in 1960 and served as second coxswain from 1972 to 1978, becoming the station's full-time coxswain on 1 November 1978.

He was awarded the Thanks of the Institution on Vellum after a service on 10/11 December 1977, and again in recognition of his skill and seamanship during the rescue of a crew of two from the fishing vessel



New Venture, which was sinking in a strong NE gale with extremely poor visibility due to heavy snow and a rough sea in darkness on the night of 30/31 December 1978.

Eleven days later, in the early morning, the Selsey lifeboat rescued the 20 crew of the Panamanian cargo vessel *Cape Coast* in a violent southerly storm, for which Michael earned the Silver Medal. The rescue of a crew of six and yacht *Enchantress of Hamble*, aground off Selsey Bill in a southerly gale and very rough sea on 9/10 September 1983 earned Michael his Silver Second-Service Clasp.

A Freeman of the City of London, Mike is married with a daughter and two sons, one of whom, Douglas, joined the crew in 1986.

Facts and Figures

Provisional statistics as at 25 November show that during 1991:

- The RNLB's lifeboats were launched 4,227 times (an average of 12 launches a day)
- More than 1,150 lives were saved (an average of 3 people rescued each day)
- Four per cent of all services carried out by lifeboats were in winds of Force 8 and above
- More than 58 per cent of all services were to pleasure craft
- There are 268 lifeboats on station, with a further 94 in the relief fleet
- 122,252 lives have been saved since the RNLB was founded in 1824

Costs

The cost of running the RNLB in 1991 was £44m. The approximate current cost of building a lifeboat is:

16ft D class inflatable	-	£10,000
21ft Atlantic rigid inflatable	-	£56,000
38ft 6in Mersey	-	£650,000
Fast Afloat Boat 4	-	£900,000*
Fast Afloat Boat 3	-	£1,200,000*

*Estimate based on prototypes, production costs may differ

Looking at lifeboats the **Tyne** class

Keith Thatcher, RNLI Naval Architect, continues a series of profiles of lifeboat classes



Many people's image of a lifeboat launch is of a boat plummeting down a slipway into rough seas, disappearing into a cloud of spray at the foot of the slip to re-emerge and forge her way purposefully seaward.

Although most lifeboats now make a much less glamorous departure, slipping their moorings and almost inconspicuously proceeding to sea, a few stations still remain where there is no suitable sheltered mooring and no alternative to the slipway launch.

These slipway lifeboat stations were almost the last bastion of the so-called 'traditional' lifeboat, the 8- or 9-knot 'double ender' with twin screws and tunnel hulls which served the RNLI so well for so long.

However, by the mid 1970s,

new, faster lifeboats were well established at stations where boats lay afloat and the RNLI turned its thoughts to the possibility of a faster slipway-launched boat.

It had long been felt to be a contradiction in terms, but research into faster, round bilge hull forms by the National Maritime Institute showed it would be feasible to produce a boat of similar speed to the Arun which still provided the propeller protection needed for slipway operation.

Staff Target

By 1977, the RNLI's Search and Rescue Committee had prepared an outline 'staff target' for the new boat, and a design steering group was set up which included senior members of the RNLI's Operational and Techni-

cal staff and invited representatives of the NMI.

The chairman of the steering group was Mr P. Denham Christie, at that time chairman of the Boat Committee and a past coxswain of the Tynemouth lifeboat. The class name 'Tyne' reflects the close involvement of Mr Denham Christie in the development of the boat and his long association with the River Tyne and Tynemouth.

Because the new class of lifeboat was to take the place of existing slipway-launched classes such as the Watson and Barnett, the weight and size limitations at individual stations had to be taken into account in the design.

The parameters set at the first steering group meeting called for a maximum overall length of 47ft 3in and a maximum beam of 15ft 0in. Height from the underside of the keel to the top of the wheelhouse could be at most 13ft and the weight in service condition could not exceed 24 tons.

Although these parameters are quoted in Imperial units, the design was prepared in metric units. The Tyne was the first RNLI lifeboat class to use this system of measurement, although it retains Imperial units in the Operational

Number designation of '47-'. .

Work proceeded smoothly but cautiously, and by 1979 models of the new design had been tank tested and then taken to sea in company with an Arun model of the same scale to test its sea-keeping abilities.

Characteristics

The principal characteristics of the hull design include soft, round bilges, a deep, fine bow and fairly flat, stern sections. The propellers are recessed into shallow tunnels and are further protected by deep bilge and centreline keels extending aft to the transom.

Corrosion-resistant steel was chosen for the hull plating and internal structure, with aluminium alloy for the deck and superstructures. Glass-reinforced plastic (GRP) and timber were considered early in the design stages, but were rejected on the grounds of wear resistance and cost.

It had been decided early in the project to order two prototype boats so that modifications tried on one could be compared with the second, unmodified boat. In March 1980, Fairey Marine (East Cowes) was awarded the contract to build two boats, ON 1074 and ON 1075, (later to become 47-001 and 47-002). The first boat, ON 1074, was delivered in March 1982 after successfully completing self-righting and other proving trials. ON 1075, followed at the end of the year.

Both boats were subjected to a period of evaluation, and their performance was compared with current station lifeboats in increasing sea conditions. Modifications were made to one boat at a time, the two boats then running together to evaluate the effect of the change.

The evaluation period proved outstandingly successful and the



Two views illustrating the change in sheer between the two prototypes and the later production boats. 47-001 *City of London* (above) has the small 'kick' in the sheer to accommodate the steeper deck camber and false side deck - see text - while the production boats (right) have less camber and no raised section.





The need for fully protected propellers and rudders is obvious in this photograph of Selsey's Tyne class lifeboat leaving her slipway. Note the deep skeg just visible on the port side.

changes made to the prototypes were incorporated into the design for production boats.

It was decided to opt for at least two main construction yards. Fairey Marine was a prime contender. Otherwise, there were few small boatyards capable of, or willing to, build complete boats at an acceptable price.

It was decided to adopt the 'hull part-assembly/fit-out yard' concept used for the Arun class. Fairey Marine were contracted to build the first part-assembly of hull, deck and superstructure for fitting out by William Osborne at Littlehampton, and a search was made for a second builder.

A steel fabrication firm, R. Wright and Son at Foston, Derby, were contracted to build the remaining part-assemblies, and various fit-out yards were used.

Modifications

The present Tyne is essentially the same as the first prototypes, although a keen-eyed observer will detect some changes.

The hull shape of all the boats is essentially the same, although the production boats differ from the prototypes in deck line. Close examination reveals a step in the sheerline of ON 1074 and 1075 (47-001 and 47-002). On these two boats, the deck aft of the step has a very heavy camber which is covered by a lightweight false side deck. Although entirely satisfactory, this was felt to be an

unnecessary complication and the production boats have a normal continuous sheer and camber.

To design a boat weighing no more than 24 tons in operational condition required fine control over the weight of all components. The engine room space is severely limited and the need for engines of high power-to-size and power-to-weight ratios was apparent from the outset. The RNLI had some experience of the General Motors 8V71 engines in the 50ft Thames class and these were chosen for the prototypes as they offered the best power-to-weight ratio.

By the time the production boats were being considered, the GM 8V71 engine had reached the end of its production life and the newer GM 6V92 was adopted.

The first ten boats, including the prototypes, are fitted with a standard GM gearbox, the Allison Type M20. As the class building programme progressed it was seen that there was some benefit in changing to a lighter gearbox with a slightly improved reduction ratio. The ZF 160 BW gearbox was chosen as the most suitable alternative and all boats from and including ON 1114 (47-011) are so fitted.

The change involved a re-alignment of the engine beds, which could not be done to

earlier boats. A new gearbox from Twin Disc has recently become available and steps are in hand to replace the ageing Allison boxes with Twin Discs during survey.

Deck Material

At the same time as the change of gearboxes was being made, it was decided to change the main deck material (excluding the wheelhouse structure) from aluminium alloy to steel.

Fitting the aluminium alloy deck to the steel hull was always difficult and involved a 'riveted connection' at the deck-to-bulkheads and deck-to-hull joints. This was a potential source of corrosion and had caused a few alignment problems. An all-steel deck offered simpler hull construction and, although increasing the weight, would simplify surveys, especially as the boats grew older.

To facilitate fitting of the superstructures, a new steel-to-aluminium alloy transition joint was used, known as 'Kelocouple' – a strip of material composed of layers of steel, aluminium and aluminium alloy, explosively bonded together. The steel deck is welded to the steel side, the aluminium alloy superstructures are welded to the aluminium alloy side, forming a positive mechanical connection without the use of rivets or bolts.

These modifications resulted in extra weight so the self-righting ability of the boat was reviewed. It was found that an increase in superstructure volume would be beneficial. So, from boat number 30 (ON 1039), the aft cabin height was increased by 125mm. All Tynes have now had this modification carried out while undergo-

The underwater shape of the Tyne class hull is well illustrated during a capsizing trial. Note the soft, round bilges, deep, fine bow and the propellers recessed into shallow tunnels and protected by long skegs.



HISTORY OF THE TYNE CLASS

1977 Staff target approved by SAR Committee. Steering group set up.

1979 Design finalised, production drawings prepared.

1980 Prototype boats 47-001 (ON 1074) and 47-002 (ON 1075) ordered at Fairey Marine.

1982 Prototypes delivered

1983 Production boat re-design - MkII revised sheer and engine change.

1984 First production boat (MkII) delivered - 47-003 (ON 1094) Padstow. Prototype boat, 47-001 (ON 1074), to station at Selsey. Dual construction programme set up. Complete boats from Fairey Marine. Hull, deck and superstructure for fit-out at other yards from R. Wright & Son.

1986 MkIII boat introduced - 47-011 (ON 1114) Angle. Steel main deck, superstructure attached by Kelocouple. Gearbox change from Allison to ZF.

1987 Aft cabin height raised to give increased reserve of self-righting ability for the greater displacement of Mk III boats.

1990 Last boat delivered - 47-040 (ON 1158) Shoreham.

ing survey.

Production continued smoothly until, in 1989, all the scheduled slipway stations had been allocated Tynes. Production ceased with boat number 40 (ON 1158).

Although originally conceived as a slipway-launched lifeboat, the protected propellers of the Tyne also make her an ideal lifeboat for shallow waters.

As a result, some stations where the lifeboat lies afloat but has to operate over sand bars or rocks (or has access problems at low tide) have also been allocated a Tyne. These stations include Lowestoft and Whitby, Arranmore and Salcombe.

TRAVEL WORLD CLASS

WITH AN EXCLUSIVE NEW INSURANCE SCHEME FOR RNLI SUPPORTERS THAT ALSO BENEFITS THE RNLI.

When you're away on holiday, travel insurance should be the last thing on your mind.

You want to relax and enjoy yourself, safe in the knowledge that if something goes wrong you are covered financially and expert assistance is close at hand.

A new scheme exclusively for RNLI supporters enables you to do just that. Called World Class Travel Insurance, it has been developed by Frizzell, the country's largest privately owned Lloyds broker.

It also gives supporters another opportunity to help the RNLI because Frizzell make a contribution to the RNLI based on the number of policies taken out.

A CUT ABOVE THE REST

Tailored to meet RNLI supporters' needs, it's a class apart from other schemes and it provides full protection and assistance wherever you may be travelling in Europe or elsewhere in the world.

Until now, selecting the right insurance has been easier said than done. Accepting the cover recommended by your travel agent has always been an easy option – but not necessarily the best one – while comparing the small print of the many schemes available has been an almost impossible task.

Of course, it should be perfectly straightforward – and that's where Frizzell's travel insurance comes into its own. It recognises that as an RNLI supporter you have certain requirements from travel insurance and where possible you wish to support the RNLI too.

PEACE OF MIND

First of all, you'd like to set off on your holiday or business trip knowing that wherever you go cover is effective, and assistance is at hand. Secondly, you want the peace of mind that if anything should go wrong with your car or any member of your party, your claim will be dealt with quickly and efficiently. Finally, you need to know that you'll receive on the spot emergency service with no fuss and bother.

That sounds perfectly reasonable, yet many schemes have numerous sums insured which may be too low to cover all eventualities and service can be unreliable. To make matters worse, the

limitations sometimes only reveal themselves when you make a claim.

For RNLI supporters, all this confusion is a thing of the past. No longer do you need to waste time and energy shopping around for a scheme that offers full cover at a reasonable cost.

SUPERB BENEFITS FOR SUPPORTERS

World Class Travel Insurance provides a superb range of benefits, combining comprehensive travel insurance, underwritten by Lloyds, with a 24-hour emergency service and valuable legal expenses cover.

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As an additional benefit for RNLI supporters who may make more than one trip abroad we are pleased to offer Annual Cover. This provides full cover

for any number of separate trips – but no single trip may exceed 3 calendar months. Cover commences for 12 months from the date your insurance is validated.

Other benefits include comprehensive financial protection against hospitalisation, travel delays, cancellation and curtailment, personal accident, luggage and personal effects, money and travellers cheques – even hi-jack, kidnap and detention. There is also personal liability cover of £1 million. If you are taking your car into Europe, World Class Travel Insurance provides a truly Comprehensive breakdown package for your vehicle.

Royal National



Lifeboat FRIZZELL
Institution

SPECIALY ARRANGED FOR RNLI SUPPORTERS

HELP WHEN YOU NEED IT MOST



All this is backed up by fast, expert help from Mondial Assistance – a leading company in their field – should you encounter a problem on your travels. Make one telephone call to a multi-lingual co-ordinator and they'll tackle the situation smoothly

and effectively. This service is available 24 hours a day – every day of the year.

Their own medical team is fully equipped to handle all types of emergency, liaising with overseas medical services and arranging repatriation if necessary. If you've taken your car, you can also rely on Mondial for a roadside repair and breakdown service.

And if you need to make a claim, it's reassuring to know that Frizzell themselves are renowned for their caring and efficient service – one reason why they have been selected to provide this cover for the RNLI.

It's an unfortunate fact that many people still regard travel insurance as a 'necessary evil'. Yet the truth of the matter is that their choice of insurance could literally make or break a holiday.

Fortunately for RNLI supporters, there is now a perfect, ready-made solution. One that benefits members and, indirectly, the RNLI as well.

For full details and an application form, for World Class Travel Insurance, phone Frizzell on 0202 292333 Ext. 3930 between 9 a.m. and 5 p.m. Monday to Friday. Alternatively, complete the coupon below.

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OR COMPLETE AND RETURN THE COUPON FOR FULL DETAILS



Please send me full information about World Class Travel Insurance.

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When are you planning to travel? _____

Send to: World Class Travel Insurance, Frizzell Financial Services Ltd,
Frizzell House, County Gates, Boumemouth, BHI 2NF.

RNLI/1

People and Places



Members of the Royal Artillery Band, with Peter Holness and Anthony Oliver at Headquarters, draw the winning tickets for the 55th National Lottery.

Bravery remembered

Reuben Cooper, who died trying to save the lives of the crew of American cargo ship *SV Sirenia* in a storm over 100 years ago, has been remembered with the unveiling of a commemorative plaque (below) at Brook on the Isle of Wight.

Mr Cooper died in the storm alongside two crewmen from neighbouring Brightstone when he was thrown out of his boat as it was hit by a wave. The bodies of the two Brightstone men, Moses Munt and Thomas Cotton, were washed up and buried with full recognition for their bravery. The body of Mr Cooper was lost.

In the dedication ceremony attended by local dignitaries and distant relatives of the lifeboatman, Reuben Cooper's selfless contribution was finally celebrated.



Long Service Awards

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

Flint – Crew member R.A. Forrester
Hastings – Crew member K. Ronchetti
Newhaven – Shore helper M. Moore
Padstow – Head launcher R.J. Norfolk
Plymouth – Second coxswain K.J.R. Rimmer. Crew member F. Parker
Porthcawl – Crew member S. Hughes
Ramsey – Assistant mechanic R.B.H. Crowe

On Station

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

ALL-WEATHER
Scarborough – Mersey 12-18 (ON 1175) *Fanny Victoria Wilkinson & Frank Stubbs* on 27 September 1991.
Anstruther – Mersey 12-17 (ON 1174) *Kingdom of Fife* on 16 October 1991.
INSHORE
Relief – D 419 on 13 August 1991.
St Catherine – B587 *Jessie Eliza* on 28 September 1991.

Bandsmen dig deep

Three members of the Royal Artillery Band dug deep to pull the winning tickets for the 55th National Lottery from the drum on Thursday 31 October 1991.

The band, which was appearing at the Pavilion Theatre in Bournemouth, attends an average of 450 engagements a year. One of these is to play at the RNLI's Annual Presentation of Awards ceremony at the

Royal Festival Hall in London each May.

Supervising the lottery, which raised over £87,000, were deputy director Ray Kipling and deputy head of fund raising Anthony Oliver. The prize winners were:

£2,000: G.K. Lamb, Angus, Scotland. **£1,000:** F. Brett, Gravesend, Kent. **£500:** M. Pole, Swansea, Wales. **£250:** G. Curtis, Horsham, west Sussex. **£100:** Mrs J. Guthrie, Maidstone, Kent; Miss F.I. Matthews, Middx; P.J.F.

Wingate, Maidenhead, Berks; Miss M.H. Gray, west Sussex; J. Jones, Powys, Wales; Miss C.A. Sheeran, Stockport, Cheshire; H. Aulp, Belfast, northern Ireland; Mr Andrews, Dorset. **£50:** Mrs Doyle, Warrington, Cheshire; S. Liscoe, Rugby, Warwickshire; Mrs K.E. Leech, Wythall, Birmingham; J. Comerford, Flitwick, Bedford; G.R. Paterson, Seaton Sluice, Tyne & Wear; J.A. Saunders, Chichester, Sussex; D. Cowie (White Horse Distillers), Clarkston, Glasgow; Mr Watson, Southampton, Hants.

Obituaries

With deep regret we record the following deaths:

OCTOBER 1990

Captain Reg Goodman REM, president of Penlee branch from 1978. He was chairman from 1957 to 1973 and vice chairman until 1975. Captain Goodman was awarded a Silver Badge in 1972.

JANUARY 1991

Mrs P. Rogers, chairman of Minehead ladies' guild from 1957 to 1975 and a staunch supporter and helper until her death. She was awarded a Statuette in 1984.

MARCH 1991

Eric Rhoades, joined the Ilminster branch committee in 1978, was elected vice chairman in 1982 and was chairman from 1983 until 1990 when he was elected president. He was awarded a Silver Badge in 1988.

Dick Burke, chairman of Gloucester branch from 1982 to 1987 and member of the committee until his death. He was awarded a Statuette in 1989.

APRIL 1991

Miss May Ellis, together with her sister, jointly organised flag week in Islington and Haytor for 34 years. She was awarded a joint Statuette in 1989.

JUNE 1991

Bill Kennedy, honorary secretary of The Lizard lifeboat station from 1977 until 1983 when he became the branch's public relations officer. He was elected vice chairman in 1986 and chairman from 1990 until he retired in May 1991. He was awarded a Silver Badge in 1987.

Harold Harding, founder member of Horfield branch in 1974 and enthusiastic helper and collector until his death. He was awarded a Certificate of Thanks in 1986.

JULY 1991

Molly and Peter Tabor, donors of the D class lifeboat stationed at Port Isaac.

Miss Betty Davenhill, president of Eccleshall branch from 1989 to 1991. She was secretary from 1977-1985 when she served as chairman until her election as president in 1989.

AUGUST 1991

Clifton Smith-Cox CBE TD, founder member of Clevedon branch and president from 1974 until his death.

SEPTEMBER 1991

Mrs Marion Winstone, donor of the Ballycotton and Fishguard Arun class lifeboats *Hyman Winstone* and *Marie Winstone* respectively.

Colonel W.V. Clark, president of Wigan branch from 1975. He was treasurer from 1955 until his election as president and was awarded a Silver Badge in 1984.

OCTOBER 1991

William Hunt, coxswain/mechanic of Rhyl lifeboat from 1964 to 1973 when he became mechanic until his retirement in 1977. He first joined the crew in 1937, was appointed second coxswain in 1949 until 1951 when he served as coxswain to 1955. From 1955 to 1964 he was the station mechanic.

Edgar Foster, last surviving crew member of the Yealm lifeboat. The station closed in 1927.

Mrs Gladys Worth, founder member of Filton ladies' guild in 1963 and committee member from 1966 to 1984. She was chairman from 1971 until 1979.

The guild ceased to function in 1984.

LIFEBOAT SERVICES

- Aberdeen**, Grampian
54ft Arun ON 1050: July 3
D class: July 5
- Aberdovey**, Gwynedd
Atlantic 21: June 17, 18, 26, July 7, 15 and 30
- Abersoch**, Gwynedd
Atlantic 21: July 22
- Aith**, Shetland
52ft Arun ON 1100: July 7
- Aldeburgh**, Suffolk
37ft 6in Rother ON 1068: July 12
D class: July 12, 13 and 20
- Alderney**, Channel Islands
44ft Waveney ON 1045: June 1 (three times), 2, 10, 19, 24, July 5, 6, 18, 26, 27, 28 (twice) and 30
- Amble**, Northumberland
44ft Waveney ON 1004: July 23
D class: July 31
- Angle**, Dyfed
47ft Tyne ON 1114: June 13, 29, July 9, 13 (twice), 14, 15 and 29
- Anstruther**, Fife
Relief 37ft 6in Rother ON 1024: June 13, 15, 25, 30 (twice) and July 7
- Appledore**, North Devon
Relief 47ft Tyne ON 1142: June 18, 19, July 5, 6, 12 and 23
Atlantic 21: June 7, 9, 18, July 3, 6, 10 (twice), 12, 23, 27 and 28
- Arbroath**, Tayside
37ft 6in Rother ON 1054: July 27
D class: June 24, July 5 and 10
- Arklow**, Co Wicklow
44ft Waveney ON 1029: June 2 (twice), July 11 and 14
- Arran (Lamlash)**, Strathclyde
C class: June 1, 10 (twice), July 7 and 19
- Arranmore**, Co Donegal
47ft Tyne ON 1111: June 3, 7, 16 and July 9
- Atlantic College** (St Donat's Castle), South Glamorgan
Atlantic 21: June 10, July 5, 11 and 21
- Ballycotton**, Co Cork
52ft Arun ON 1067: June 2, 6, 7, 10 and July 20
- Baltimore**, Co Cork
47ft Tyne ON 1137: July 9, 20 and 31
- Ballyglass**, Co Mayo
52ft Arun ON 1159: July 10 and 12
- Bangor**, Co Down
Atlantic 21: June 7, 12, 15, 24, 30, July 5, 17, 18, 24, 25, 27, 28 (three times) and 30
- Barmouth**, Gwynedd
D class: July 4 (twice), 7 (twice), 13 (twice), 16, 24, 28, 29 (four times) and 30
- Barra Island**, Western Isles
52ft Arun ON 1143: July 31
- Barrow**, Cumbria
47ft Tyne ON 1117: July 13 and 23
D class: June 2 (twice)
- Barry Dock**, South Glamorgan
Relief 52ft Arun ON 1071: June 29, 30, July 11 (twice), 12 (four times) and 27
- Beaumaris**, Gwynedd
Atlantic 21: June 2, 15, 27, July 4, 12 and 13
- Bembridge**, Isle of Wight
Relief 47ft Tyne ON 1075: June 9, 12 and 14
47ft Tyne ON 1126: July 5 and 31
D class: June 1, 2, 25, July 5, 11, 12, 17 and 21
- Berwick-upon-Tweed**, Northumberland
Atlantic 21: June 12 (twice) and July 7
- Blackpool**, Lancashire
D class: June 26, July 5 (twice) and 7 (twice)
- Blyth**, Northumberland
44ft Waveney ON 1079: June 8, July 1, 22 and 27
D class: June 15 and July 27
- Borth**, Dyfed
D class: June 1, July 11, 18 and 27
- Bridlington**, Humberside
12m Mersey ON 1124: June 1, 18, 29, 30, July 7 and 28
D class: June 9, 19, 22 (seven times), July 8, 12, 13 (three times), 17, 18, 27, 29 and 30
- Brighton**, East Sussex
Atlantic 21: June 1, 9 (twice), 12, July 5, 6, 7, 17, 18 and 29
- Buckie**, Grampian
52ft Arun ON 1093: June 26, July 8 and 27
- Bude**, Cornwall
D class: June 30, July 10 and 22
- Burnham-on-Crouch**, Essex
D class: June 9 and July 28
- Burry Port**, Dyfed
D class: June 28, July 5 and 10
- Calshot**, Hampshire
33ft Brede ON 1104: June 12, 16, July 10, 14 and 25
- Campbeltown**, Strathclyde
52ft Arun ON 1059: June 5, 8, 10, 24, July 6, 14, 20, 23, 25 and 30
- Cardigan**, Dyfed
C class: June 27
- Clacton-on-Sea**, Essex
D class: June 15, 22 and July 29
Atlantic 21: July 4, 14 and 29
- Cleethorpes**, Humberside
D class: June 9, 11, July 7, 14, 20, 23 and 30
- Clifden**, Co Galway
C class: July 9 and 14
- Clogher Head**, Co Louth
37ft Oakley ON 978: June 26 and 30
- Conwy**, Gwynedd
D class: July 8
- Courtmacsherry Harbour**, Co Cork
48ft 6in Solent ON 1011: July 18 and 23
- Courtown**, Co Wexford
D class: June 3, July 29 and 31
- Criccieth**, Gwynedd
C class: June 2, July 8, 14 and 29
- Cromer**, Norfolk
D class: June 29, July 11, 21 (twice) and 30
- Cullercoats**, Tyne and Wear
Atlantic 21: June 19 and July 20
- Donaghadee**, Co Down
52ft Arun ON 1107: June 1, 2, 15 (twice), 30, July 14 and 27 (twice)
- Douglas**, Isle of Man
47ft Tyne ON 1147: June 14
- Dover**, Kent
50ft Thames ON 1031: June 19 (twice) and July 7
- Dunbar**, Lothian
48ft 6in Solent ON 1020: June 2, 8 and 12
D class: June 2 (twice) and 12
- Dungeness**, Kent
Relief 37ft 6in Rother ON 1047: June 25 and July 30
- Dun Laoghaire**, Co Dublin
Relief 44ft Waveney ON 1005: June 1 (twice) and 2
44ft Waveney ON 1036: July 5 and 16
D class: June 1 (twice), 7, July 16 and 28
- Dunmore East**, Co Waterford
44ft Waveney ON 1035: June 8, 11, 26, 29, July 13 and 15
- Eastbourne**, East Sussex
37ft 6in Rother ON 1055: June 5, 25, July 2, 14, 18 and 28
D class: June 16, 25, 29, July 4, 5, 6, 9, 11, 14 (twice), 21, 27, 28 and 29
- Exmouth**, South Devon
33ft Brede ON 1088: June 5 (twice), 8, 26, 28 and July 25
D class: June 2, 8, July 6 (five times) and 29 (twice)
- Eyemouth**, Borders
44ft Waveney ON 1026: July 18
- Falmouth**, Cornwall
52ft Arun ON 1058: June 9, July 4, 17, 21 and 28
Atlantic 21: June 6, 8, 9, 15, 26, 27, July 4, 5 and 30

JUNE AND JULY 1991

Filey, North Yorkshire*12m Mersey ON 1170*: June 5, 19 and July 6Relief *12m Mersey ON 1148*: July 21*D class*: June 3 (twice), July 6 and 14 (twice)**Fishguard**, Dyfed*52ft Arun ON 1076*: June 8, 30 and July 2**Flamborough**, Humberside*37ft Oakley ON 972*: June 30 and July 5**Fleetwood**, Lancashire*47ft Tyne ON 1156*: June 18, July 2, 16, 20 and 23*D class*: June 2, 12, 18, July 2, 13 and 20**Flint**, Clwyd*D class*: June 5, 7 and 16 (twice)**Fowey**, CornwallRelief *44ft Waveney ON 1003*: June 8 and July 25*44ft Waveney ON 1028*: July 26**Fraserburgh**, Grampian*47ft Tyne ON 1109*: June 26, July 5 and 14**Galway Bay**, Co GalwayRelief *52ft Arun ON 1108*: June 2 (three times) and 14Relief *52ft Arun ON 1150*: June 27, July 10, 12, 13 and 18 (twice)**Girvan**, Strathclyde*33ft Brede ON 1105*: June 1 and July 5**Great Yarmouth and Gorleston**, Norfolk*44ft Waveney ON 1065*: July 18, 21 and 31*Atlantic 21*: June 8 (twice), 9, 29, July 4, 12, 16, 18, 21, 23 and 31**Happisburgh**, Norfolk*D class*: June 21 and 23 (three times)**Hartlepool**, Cleveland*44ft Waveney ON 1044*: July 3 (twice) and 16*Atlantic 21*: July 1 and 10**Harwich**, Essex*44ft Waveney ON 1060*: June 12 and 15Relief *44ft Waveney ON 1002*: July 1*Atlantic 21*: June 1, 9 (twice), 12, 17, 23, 26 (twice), 30, July 13 (twice) and 21**Hastings**, East Sussex*12m Mersey ON 1125*: June 9, 13, 17, 19 and July 13*D class*: June 16, July 7 (twice), 11, 12, 14 (twice) and 29**Hayling Island**, Hampshire*Atlantic 21*: June 1, 3 (twice), 9, 22, 30, July 9 (twice), 14, 16, 17, 18, 20, 24

(twice), 27 (twice) and 29

Helensburgh, Strathclyde*Atlantic 21*: June 14, 15, 19, 22, 27, July 5, 12, 15, 16 (three times), 19 (three times) and 27**Holyhead**, Gwynedd*47ft Tyne ON 1095*: June 16, July 9, 11

(twice), 16, 19 and 24

D class: June 15 and 16**Horton and Port Eynon**, West Glamorgan*D class*: July 24**Howth**, Co Dublin*52ft Arun ON 1113*: June 8 (four times), 23, 30, July 5, 16 and 22*D class*: June 5, 8 (twice), 20, July 13, 17, 22, 27 and 28**Hoylelake**, Merseyside*12m Mersey ON 1163*: June 24 and July 8**Humber**, Humberside*52ft Arun ON 1123*: June 15 (twice), 21, 29, 30, July 20, 23 and 27**Hunstanton**, Norfolk*Atlantic 21*: June 9, July 10 (twice) and 12**Ilfracombe**, North Devon*12m Mersey ON 1165*: June 16, 21, July 27 and 28*D class*: June 10, 21, July 11, 22 and 29**Inshore Lifeboat Centre, Cowes Base***Atlantic 21*: July 31**Invergordon**, Highland*44ft Waveney ON 1033*: June 8, 14, July 24, 28 and 30**Islay**, Strathclyde*50ft Thames ON 1032*: July 5 and 13**Kilkeel**, Co Down*D class*: June 18, 20, 22 and July 29**Kinghorn**, Fife*C class*: June 23, 29, July 6, 25 and 28**Kippford**, Dumfries and Galloway*D class*: July 28**Kirkcudbright**, Dumfries and Galloway*Atlantic 21*: June 16 and July 15**Kirkwall**, Orkney*52ft Arun ON 1135*: June 2 and 8**Largs**, Strathclyde*Atlantic 21*: June 2, 18, 23, 24, 30, July 1, 3, 6 (five times) and 29 (three times)**Lerwick**, Shetland*52ft Arun ON 1057*: June 23 and 30**Little and Broad Haven**, Dyfed*D class*: June 15, July 8, 9, 18, 19 and 29 (twice)**Littlehampton**, West Sussex*Atlantic 21*: June 9, July 5, 20 (twice) and 26**Littlestone-on-Sea**, Kent*Atlantic 21*: July 8, 11, 13 (twice) and 14 (twice)**The Lizard**, Cornwall*47ft Tyne ON 1145*: June 10, 21, 24 and July 5**Llandudno (Orme's Head)**, Gwynedd*12m Mersey ON 1164*: June 2, 14, July 8 and 27*D class*: June 12, 14, 29, July 5, 7 (twice) and 8**Longhope**, Orkney*47ft Tyne ON 1138*: June 23 and July 8**Lowestoft**, Suffolk*47ft Tyne ON 1132*: June 9 and 13**Lyme Regis**, Dorset*Atlantic 21*: July 22 and 30**Lymington**, Hampshire*Atlantic 21*: June 15 (twice), 22, July 27, 30 and 31**Lytham St Annes**, Lancashire*47ft Tyne ON 1155*: June 21, 26, July 5 and 13*D class*: June 23, 26 and July 13 (twice)**Mablethorpe**, Lincolnshire*D class*: June 28, 30, July 7, 21 (twice), 22 and 29**Macduff**, Grampian*Atlantic 21*: July 7 and 31**Mallaig**, Highland*52ft Arun ON 1078*: June 5, 7 and July 23**Marazion**, Cornwall*D class*: July 6**Margate**, Kent*37ft 6in Rother ON 1046*: June 13, 15 and July 10*D class*: June 16, 27, July 11, 12, 14 and 15**Minehead**, Somerset*Atlantic 21*: June 16, July 4, 12 and 31*D class*: July 4**Moelfre**, Gwynedd*47ft Tyne ON 1116*: June 11, 26 and July 12*D class*: June 8, 29 (twice) and July 25**Montrose**, Tayside*47ft Tyne ON 1152*: July 2**Morecambe**, Lancashire*D class*: July 7, 13 and 29**Mudford**, Dorset*Atlantic 21*: June 12, 14, 17, 25, July 5 (twice), 13 and 18**The Mumbles**, West Glamorgan*47ft Tyne ON 1096*: June 10, 12 and July 25*D class*: June 9, 12, 16 (twice), 23, 26, July 4, 5, 9 and 29**Newbiggin**, Northumberland*Atlantic 21*: July 24 (twice)**New Brighton**, Merseyside*Atlantic 21*: June 25, 30, July 4, 7 and 30**Newcastle**, Co Down*37ft Oakley ON 974*: July 7 (three times), 29 and 30

LIFEBOAT SERVICES

Newhaven, East Sussex

52ft Arun ON 1106: June 3 (twice), July 2, 9, 11, 14 and 24

Newquay, Cornwall

C class: June 17, 18, July 3, 15, 16, 26, 27 and 28 (twice)

New Quay, Dyfed

37ft Oakley ON 973: July 11 and 23

D class: July 5, 14 and 18

North Berwick, Lothian

D class: July 7, 13 and 28

North Sunderland, Northumberland

37ft Oakley ON 982: June 2, 3 and 26 (twice)

D class: June 2 and 20

Oban, Strathclyde

33ft Brede ON 1102: June 14, 18, 24, 30, July 7, 8, 13 (twice), 21 (twice), 24 and 29

Padstow, Cornwall

47ft Tyne ON 1094: July 10, 19 (twice) and 23

Peel, Isle of Man

Atlantic 21: June 8, 9, 24, 26, 29, July 12 and 22

Penarth, South Glamorgan

D class: June 13 (three times), July 1, 11 (twice), 12 twice and 29

Penlee, Cornwall

52ft Arun ON 1085: June 9, 19, 30, July 26 and 28

Peterhead, Grampian

47ft Tyne ON 1127: June 17, July 4 and 14

Plymouth, South Devon

52ft Arun ON 1136: June 1, July 3 and 10

Poole, Dorset

33ft Brede ON 1089: June 11, 15 (three times), 22, July 10, 12, 14, 23, 27 and 28
Boston Whaler: June 9, 11 (twice), 12, 13, 15 (three times), 16, 21, 22, 25, July 5, 7 (three times), 9, 10, 12 (twice), 13, 14, 15, 17, 23, 27, 28 (twice), 30 and 31

Portaferry, Co Down

Atlantic 21: June 9, 28, July 2, 3, 7, 8 and 27

Port Erin, Isle of Man

37ft 6in Rother ON 998: June 6

Porthcawl, Mid Glamorgan

D class: June 1, 2, 10, 15, 18 (twice), 23, 25, July 10 and 16

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: June 2, 9, 22 and 23

Port Isaac, Cornwall

D class: June 16, 27, July 6, 9, 10, 12, 17 (twice), 19, 26, 28 and 30

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: June 2, 29, July 2, 14, 19, 22, 25 and 28

Portree, Western Isles

44ft Waveney ON 1042: June 28, July 12 and 27

Portrush, Co Antrim

Relief 52ft Arun ON 1086: June 9, 19 and 21

52ft Arun ON 1070: July 2, 5, 7, 14

(twice), 24 and 29

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: June 1, 13, 14, 15 (twice), 16 (twice), 23, 30 (twice), July 7 (twice), 27 and 28

D class: June 14 and July 27

Port St Mary, Isle of Man

54ft Arun ON 1051: June 3, 13, 24, 30 and July 16

Pwllheli, Gwynedd

12m Mersey ON 1168: July 5

D class: June 2, 16 and 30

Queensferry, Lothian

Atlantic 21: June 5 (twice), 16, 20, 29 (twice), July 6, 12, 14, 16 and 25

Ramsey, Isle of Man

12m Mersey ON 1171: July 23 and 27

Ramsgate, Kent

Relief 47ft Tyne ON 1122: June 1, 18, 24, July 18, 20 and 25

47ft Tyne ON 1154: July 31

Atlantic 21: June 4, 18, 21, 28, July 14, 26, 29 (twice) and 31

Red Bay, Co Antrim

C class: June 30, July 5, 14, 24 and 30

Redcar, Cleveland

Atlantic 21: June 21, 30, July 21 and 27 (twice)

D class: June 29, 30 and July 14

Rhyl, Clwyd

37ft 6in Rother ON 1000: June 30 (twice) and July 8

D class: June 9 (twice), 30 (twice), July 4, 5, 6 (four times), 7, 20 (twice), 23 and 28

Rosslare Harbour, Co Wexford

52ft Arun ON 1092: June 27, July 11, 28 and 31

Rye Harbour, East Sussex

C class: June 14, 30 (twice), July 13, 28, 29 and 31

St Abbs, Borders

Atlantic 21: June 30 and July 31

St Agnes, Cornwall

D class: July 27 and 29

St Catherine, Channel Islands

Atlantic 21: July 2, 3 (twice), 6 and 7

St David's, Dyfed

47ft Tyne ON 1139: June 7, 12, 15, 21, July 6 and 23 (twice)

St Helier, Channel Islands

Relief 47ft Tyne ON 1075: July 3, 7 and 27 (twice)

St Ives, Cornwall

12m Mersey ON 1167: June 9, 29, July 6 (twice) and 20

C class: July 6, 22, 23, 28 and 30

St Mary's, Isles of Scilly

52ft Arun ON 1073: June 5, 8, 14, 19, 27 (twice), July 9, 13 (twice), 15, 23 and 29

St Peter Port, Channel Islands

52ft Arun ON 1025: June 1 (twice), 2, 6, July 2 and 5

Relief 52ft Arun ON 1108: July 12, 13, 15, 20, 25 and 26

Salcombe, South Devon

47ft Tyne ON 1130: June 22, July 15 and 27

Scarborough, North Yorkshire

37ft Oakley ON 979: July 6 and 28

D class: June 25, July 20 and 21

Selsey, West Sussex

47ft Tyne ON 1074: June 2 and July 18

D class: June 2, 22, 30, July 17 and 24

Sennen Cove, Cornwall

Relief 37ft 6in Rother ON 1022: July 15 and 20

Sheerness, Kent

Relief 44ft Waveney ON 1002: June 9, 10 and 25

44ft Waveney ON 1027: July 3, 11 and 29

D class: June 9, 13, 16, 21, 23, 30, July 8, 17, 23, 25 and 30 (twice)

Sheringham, Norfolk

37ft Oakley ON 986: June 4, July 11 and 16

Shoreham Harbour, West Sussex

47ft Tyne ON 1158: June 24, July 7

(twice), 14 and 17

D class: June 9 (twice), 15, 29, July 14 and 23

Silloth, Cumbria

Atlantic 21: July 7

Skegness, Lincolnshire

12m Mersey ON 1166: July 10, 25 and 29

D class: June 8, 30, July 9 and 29

Skerries, Co Dublin

D class: June 2, 7, July 5, 10, 19 and 28

Southend-on-Sea, Essex

Atlantic 21: June 5, 7, 9 (five times), 10, 11 (twice), 15, 16, 26, 29, July 13 (four times), 14, 18, 21 (twice) and 29

D class: June 9, 10, 26, July 4 (three times), 6, 9 (twice), 10, 12 (twice), 14, 15, 17, 28 (twice), 29 (three times) and 30

Southwold, Suffolk

Atlantic 21: July 9

JUNE AND JULY 1991

Staithes and Runswick, North Yorkshire

Atlantic 21: June 3, 20, 30, July 10 and 20

Stornoway (Lewis), Western Isles

Relief 52ft Arun ON 1103: July 23

Stranraer, Dumfries and Galloway

D class: June 21, July 18 and 30

Stromness, Orkney

52ft Arun ON 1099: July 24

Sunderland, Tyne and Wear

44ft Waveney ON 1043: June 19, 30, July 13 and 20

D class: June 10, 18, 19, 24, July 6 (twice), 10 and 13 (twice)

Swanage, Dorset

Relief 37ft 6in Rother ON 1064: June 23, July 2, 5, 21 and 29

Teesmouth, Cleveland

47ft Tyne ON 1110: June 30, July 1, 3 (four times), 7 (twice), 24 and 28

Teignmouth, South Devon

Atlantic 21: June 4, 27, July 7 and 14

Tenby, Dyfed

47ft Tyne ON 1112: June 13, 29, July 4, 5 (twice), 6 (twice), 22 and 28

D class: June 2, 3, 13 (twice), 20, 21, 29, July 4, 5, 6 (three times), 9, 14, 15, 18 (three times), 23, 25, 28 (three times) and 29

Thurso, Highland

52ft Arun ON 1149: June 13, July 8 and 22

Tighnabruaich, Strathclyde

D class: June 21

Tobermory, Strathclyde

54ft Arun ON 1052: June 3, July 4, 9, 10 (twice), 13, 14 and 31

Torbay, South Devon

54ft Arun ON 1037: June 5, 8, 15, July 13, 20 and 24

D class: June 20, 29 and July 16

Tramore, Co Waterford

D class: June 2, 15 and July 4

Trearddur Bay, Gwynedd

D class: July 27 and 31 (twice)

Troon, Strathclyde

52ft Arun ON 1134: June 1, 10, 13, 15 (twice), 16, 23, 24 (twice), 25, July 2, 18, 25, 29

Tynemouth, Tyne and Wear

Relief 52ft Arun ON 1081: June 8, 11, 12, July 8 and 21

D class: June 9, 15, 28, July 3 and 5

Valentia, Co Kerry

52ft Arun ON 1082: June 6, 12, July 14, 17 and 21

Walmer, Kent

D class: June 9 (twice), July 11 and 14

Atlantic 21: July 14, 18, 21 and 31

Walton and Frinton, Essex

48ft 6in Solent ON 1012: June 1 and July 4

Relief 48ft 6in Solent ON 1019: July 28

Wells, Norfolk

12m Mersey ON 1161: June 15, 18 and July 12

D class: July 3 and 8

West Kirby, Merseyside

D class: June 2 (twice), July 18 and 29 (twice)

West Mersea, Essex

Atlantic 21: June 9, 15, 18 (twice), 21, 22, 23, 26, July 1 (twice), 2, 7, 10, 13,

14 (three times), 17, 18 (twice), 20 and

29 (twice)

Weston-super-Mare, Avon

D class: June 2 (twice), 8 and July 14

Atlantic 21: June 8 and 30

Weymouth, Dorset

54ft Arun ON 1049: June 2, 22, 26 and 28

Whitby, North Yorkshire

47ft Tyne ON 1131: June 3, 8 (twice), 11, July 10, 13, 21 and 29

D class: July 13, 27 and 29

Whitstable, Kent

Atlantic 21: June 2, 9 (twice), 20, 29, 30, July 10, 11, 13, 21, 26 and 31

Wick, Highland

47ft Tyne ON 1121: June 3 (twice), July 7 and 24

Wicklow, Co Wicklow

47ft Tyne ON 1153: July 1 and 23

Withernsea, Humberside

D class: June 22

Workington, Cumbria

48ft 6in Solent ON 1021: June 20 and July 29

47ft Tyne ON 1141: June 21 and 26

Yarmouth, Isle of Wight

52ft Arun ON 1053: June 14, 22, 28, July 1, 2, 7, 8, 10, 11, 21 (three times), 25, 27 and 31

Lifeboats on Passage

Mersey ON 1171: June 30

Waveney ON 1028: July 25

Lifeboat Services

June and July 1991

The services listed are those for which returns had been received at Headquarters by 6 November 1991. There may be additional services for which returns had not been received by that date.



The adventures of Captain Calamity and his black and white cat...

Sailor Bob Faversham and his companion Little Scilla, who have been preparing for a round-the-world trip, have not been having their share of good luck recently.

In the past months, Little Scilla, Bob's kitten, has fallen overboard from his yacht three times, but has always been saved and returned to lone yachtsman Bob.

Then Bob fell ill at sea and had to be attended to by a local doctor on board the Ramsgate lifeboat. During the incident, his little furry friend disappeared once more, this time, Bob

feared, for good.

But Little Scilla was found two days later exploring the hull - and the stores - of his yacht *Scilla*.

But that wasn't the end of the story. A fortnight later Bob had to call on the assistance of the Dungeness lifeboat and a trawler when he was taken ill again with stomach pains.

While he was in Rye hospital, his yacht capsized in the local harbour - with fears that Little Scilla was still on board.

Luckily, the kitten was found safe and given a good home by the RSPCA.

And Bob is well on the mend - although he has now decided to retire from the sea!

Sailor Bob Faversham with companion Little Scilla. Photo Michael Pett

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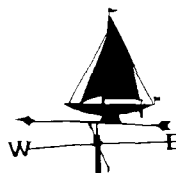
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