

Winter 1996/97

The **Lifboat**

The magazine of the RNLI

In this issue...

- **Nine awards for Gallantry**
– *inshore and all-weather lifeboats*
- **Spotter's Guide**
– *to lifeboat classes*
- **Launching 'Offshore'**
– *membership for sea users*



Lifboats

Royal National Lifeboat Institution

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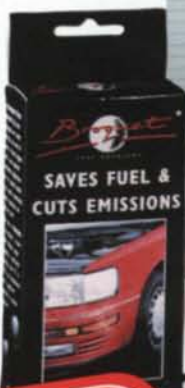
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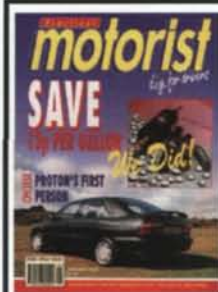
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Broquet is not an overnight sensation. It was developed in 1941 by scientist Henry Broquet to improve the poor quality of Russian fuel, used in British Hurricanes at the front in the Second World War.

In 1988 Henry Broquet was awarded the USSR Peace Medal.

SUITABLE FOR PETROL AND DIESEL

The **Lifeboat**

**Winter
1996/7**

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**Royal National Lifeboat
Institution**
West Quay Road,
Poole, Dorset BH15 1HZ.
Telephone
Poole (01202) 663000
Telex 41328.

Chairman:
David Acland
Director and Secretary:
Lt Cdr Brian Miles CBE RD
FNI RNR

The Lifeboat

Editor:
Mike Floyd
Editorial Assistant:
Jon Jones

Advertisement Manager:
John Farnhill
Small Ads:
Marion Bardsley

Editorial (01202) 663188
Fax (01202) 663189
Adverts (01202) 663215

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Front Cover

Dun Laoghaire's new
Trent class *Anna Livia*
drives through the wind-
blown spray as she
demolishes a wave at 25
knots.

by Rick Tomlinson

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The Lifeboat is published four times a year and is sent free to RNLI members and Governors. The next issue will be Spring 1997 and will appear in April 1997.

News items should be received by 28 January 1997, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, **THE LIFEBOAT**, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

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

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

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

The Lifeboat is published by the Royal National Lifeboat Institution and printed by The Friary Press, Bridport Road, Dorchester, Dorset DT1 1JL.

News

New members for RNLI Committee of Management

Four new members were appointed to serve on the RNLI's Committee of Management – the Institution's trustees and controlling body – at its meeting on 28 November 1996.

- **Anthony Dorey** has been a member of the RNLI's Boat and Shoreworks Committee since 1995 and is a Non-executive Director of Vosper-Thornycroft (UK). He lives in Southampton and is a council member of the Royal Institution of Naval Architects.

- **Lord Greenway**, photographer and author, has been a member of the Public Relations Committee for ten years and is a keen yachtsman – being a veteran of the 1979 Fastnet Race storm. He lives in North Devon and is Commodore of the House of Lords Yacht Club.

- **Charles Hunter-Pease** is Chief

Executive of Volvo Car (UK) which has funded three all-weather lifeboats over a 10 year association with the RNLI. He has been a member of the Fund-raising Committee since 1991 and lives in Oxfordshire.

- **The Hon Mrs Henry (Felicity) Douglas-Home** has been Vice Convenor of the Scottish Lifeboat Council since 1990 and involved with the RNLI since 1983. She is the Chairman of the Duns and District Branch and breeds pedigree Highland Cattle.

At the same meeting **Captain Sir Miles Wingate KCVO FNI**, a member of the Committee of Management, was appointed a Vice President of the Institution in recognition of his work on the Committee and also on the Search and Rescue Committee. Sir Miles is a Master Mariner and lives in Devon.

The Lifeboat on audio tape

The Lifeboat is also available on audio tape in conjunction with Talking Newspapers.

The audio tape version is free, although recipients may wish to make a donation to cover the additional costs involved.

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

Enterprises' Mission...

RNLI (Enterprises) Limited is a new name which supporters of the lifeboat service may soon come into contact with – it is one of the Institution's wholly owned limited companies, which allows it to trade even though it is a charity. Small scale trading is acceptable to the Charity Commissioners, but it is considered good practice to keep

trading functions separate. There are also tax advantages to operating in this way and, although only an accountant would understand the technicalities, the result is that more of the money raised goes into building and maintaining lifeboats and less goes into the Inland Revenue's coffers. This is an arrangement which suits lifeboat supporters!

RNLI (Enterprises) takes over the functions of running the Institution's National Lottery which was previously run by RNLI (Lotteries) Limited. It's 'Lotteries', Jim, but not as we know it, as Enterprises' mission is also to boldly raise funds, if not exactly where no funds have been raised before at least under a different banner.

Many of the smaller trading functions of the RNLI – such as corporate promotions and sponsorship, the supply of school packs and Storm Force and Sea Safety items – will go through RNLI (Enterprises) Limited while RNLI (Sales) Limited will continue to deal with the major, and profitable, trading functions such as branch and guild and mail order sales.

The Institution's third trading company, RNLI (Trading) Limited, will be more familiar to suppliers of boats and equipment. It is partly a boatbuilding company – it buys all the materials, makes contracts for boats to be built and then sells the lifeboat to the RNLI at cost price – and also supports the fleet and shore facilities. It may seem an odd way of doing things, but it saves the Institution an awful lot of money in tax and VAT!

All three wholly owned subsidiaries have a board of directors which consists entirely of RNLI staff and members of RNLI committees.

NEWSPOINT

This issue of **The Lifeboat** is published as the 1997 London International Boat Show gets under way – which is very timely.

At the show the RNLI is launching its new membership grade, **Offshore**, which is aimed specifically at the sea user, mainly but not exclusively the pleasure sailor.

Well over half the RNLI's services are now to pleasure craft of some sort, and research has shown quite clearly that many people who go to sea for pleasure would be willing – indeed, would like – to contribute more via the membership scheme. As a result the Institution has put together a package for **Offshore** members which enables them to provide more benefit to the RNLI's finances and also take advantage of discounts from major marine suppliers who are also keen to support the lifeboat service.

The time may well come when going to sea without **Offshore** membership will be considered socially unacceptable and irresponsible. There are more details of **Offshore** on pages seven and nine of this issue for those who cannot join at the Show.

With the Safety on the Sea initiative firmly in place the RNLI has also taken the opportunity provided by the Boat Show to bring home the kind of problems which can eventually lead to a call for the lifeboat. A small yacht displayed on the stand has been doctored to include the many, but sometimes subtle, faults which can lead to difficulties out of all proportion to the cost of preventing or repairing them.

Anyone who goes to sea for pleasure should make a point of visiting **Stand 60E** this year – their rewarding experience will be joining **Offshore** and the worry will come from examining the potential faults aboard our Chamber of Horrors.

News

First Severn on station

The first of the RNLI's new 25-knot Severn class lifeboats has entered service at Harwich in Essex.

Albert Brown is seen here entering Harwich on 29 September and was officially placed 'on station' on 20 October 1996.

Although the class suffered from some early teething troubles the design has now been well proven. Coxswain Peter Dawson put things in perspective when he told 'The Guardian' newspaper:

'We're fully confident in the boat and always have been. You're bound to get problems on prototypes. Give it 10 years and they'll all think it's the greatest thing since sliced bread!'

Valentia, on the west coast of Ireland, was the second station to receive a Severn during October – encountering the tail end of Hurricane Lili while on passage. The station has already confirmed its confidence in the boat, saying: 'we've already been to sea in most atrocious conditions – Force 9 and high seas along this most exposed coastline on the edge of the Atlantic Ocean.'

Eventful Occasions

In July 1996 the Greater London Region established a new Events Office at their office in Buckingham Street, London.

The aim of the new office is to research and manage fundraising events within the region which are beyond the scope of a single financial branch or guild – although they hope to involve individual branches whenever possible.

The Events Office would be very pleased to hear from branches in the region with any ideas or suggestions to add to the programme – which already includes the following 1997 dates:

Thursday 5 June,

Gareth Hunt Piano Recital (St John's, Smith Square); Sunday 6 July The first RNLI London Monopoly Walk (*date to be confirmed*); Friday and Saturday 12/13 September, The RNLI 24-Hour Book Sale (*date to be confirmed*); October, Dinner at the Guildhall.

For more information contact Susie Clark, Events Manager, or Sue Dowell, Events Coordinator – (0171) 839 3369. Fax (0171) 839 3337.



D class named at Hayling Island

A gentle breeze and a clear blue sky provided the backdrop for the naming of the new Hayling Island D class lifeboat on 15 June. *Leonard Stedman*, the second lifeboat provided by the people of Farnham, was named after the Farnham fundraising branch founder chairman and officially named by his widow Lois Stedman.

An appeal was launched in the business community of Farnham by branch chairman Roy Norgrove MBE JP and president, Rear Admiral Michael Stacey CB – the target for which was reached in under three months.

Double for Campbeltown

Visitors and locals joined Campbeltown lifeboat community on 13 July for the opening of the 'Captain Ian Weir Crawford boathouse' and the handing over of the D class lifeboat, *Spirit of Kintyre*. Guests included Mrs McGugan, sister of the late Captain Ian Weir Crawford, whose generous bequest funded the boathouse; representatives of local businesses and individuals who had supported the appeal to fund the lifeboat; RNLI VIPs and many other guests.

The boathouse was officially opened by Mrs McGugan followed by a service of dedication. Mrs Stewart, honorary secretary of the Campbeltown ladies lifeboat guild handed the D class over to the RNLI, while Mrs Bell named the lifeboat *Spirit of Kintyre*.

Douglas Aikman Smith named at Invergordon

Some 350 guests joined Invergordon lifeboat community on 17 August for the naming of their new Trent class lifeboat. Guests included Mr and Mrs Ronald Stephenson, representatives of the late Mr Douglas Aikman Smith; RNLI VIPs; Vice Admiral Sir John and Lady Hayes; representatives of HM Coastguard and HM Services; crew and families; station branch officials and fundraisers; and local supporters.

Dr. Hutchinson, chairman of Invergordon station branch, started proceedings by inviting Miss Irene Coutts, daughter of the deputy second coxswain, to make a presentation to Mrs Stephenson who then named the lifeboat, *Douglas Aikman Smith*. A service of dedication was carried out by four members of the local clergy followed by the serving of refreshments for invited guests.



News

And they're off!



The BT Global Challenge got off to a somewhat choppy start in Southampton on 29 September 1996. *Toshiba Wave Warrior* can be seen in the centre of the above photograph accompanied by Calshot's Brede class lifeboat, *Safeway* and Bembridge's Tyne class lifeboat, *Max Aitken III*.

For further details of the Challenge see the central fundraising update on page 35.

New insignia

With the launch of the new membership grade, **Offshore**, the RNLI has introduced a new range of membership insignia for **Offshore** members and Governors. The Institution has also taken this opportunity to review Shoreline insignia – a brochure containing the new and exciting insignia ranges is enclosed with this issue of **The Lifeboat**.

First lifeboat named at Dunbar in 35 years

Hundreds of people flocked to Dunbar Harbour on 7 September to watch Mrs Pauline Poland officially name the station's new Trent class lifeboat *Sir Ronald Pechell Bt* in honour of her late brother.

Ivor McPhillips, in accepting the lifeboat of behalf of the station, performed his last official duty as station honorary secretary before his retirement. A service of dedication was led by the Reverend Alex Noble, followed by the naming with the traditional bottle of champagne.

The cost of the lifeboat was raised through various gifts and legacies along with the Dunbar appeal – a large portion coming from the legacy of Lady Dora Pechell, wife of Sir Ronald.

The story of the Trent's passage to Dunbar from Headquarters in Poole featured in the Autumn 1996 issue of The Lifeboat.

Lottery re-launch

The Spring 1997 lifeboat lottery tickets are enclosed, you will have noticed their change in appearance! The books are now produced in books of ten for reasons of economy, therefore some members will find that the number of tickets they receive has been rounded up to the nearest ten.

For 50p someone will win £2000, £1000, £500 or one of the other 10 runner-up prizes in the Spring lottery. Buying tickets, or even selling them to family, friends and colleagues is an enjoyable way to raise funds for the RNLI. Every ticket sold contributes to the provision of the best possible boats and equipment for our lifeboat crews.

If you would like to receive more tickets, or join our existing members in selling them, please write to Rebekah Rose, RNLI Headquarters, or simply telephone our lottery ticket hotline on (01202) 663219, 8.30am - 5.00pm, weekdays.

RNLI facts

Provisional statistics as at 27 November 1996 show that so far during 1996:

- RNLI lifeboats were launched 4,960 times (an average of 15 a day)
- 1,025 lives were saved (an average of 3 a day)
- Some 3% of services were carried out in winds of Force 7 or above
- Some 55% of services were to pleasure craft
- There are 296 lifeboats on station
- Some 129,500 lives have been saved since the Institution was founded in 1824

Costs

The cost of running the RNLI in 1996 was £63.3m (£173,000 per day).

The approximate current costs of building a lifeboat in 1997 are:

4.9m D class fully inflatable	£11,500
7.3m Atlantic 75 rigid inflatable	£61,500
14m Trent	£1,175,000
17m Severn	£1,580,000

Forest Row Choir named at Shoreham



The second D class lifeboat funded by the Forest Row lifeboat choir was named and dedicated by Dorothy Rumens, choir member, on 31 August 1996. Some 200 people attended the ceremony at Shoreham, including 50 choir members with their families, fundraisers from the Shoreham Harbour lifeboat society, Shoreham and Lancing ladies guild and members of the station branch.

Following the tragic death of two local men at sea, a local postman decided that something should be done to commemorate their lives and indeed put something back into lifesaving at sea and so the choir was founded in 1945 to raise funds for the RNLI. Previously money raised by the choir went into the Institution's general funds but recently after two successful appeals two D class lifeboats have been funded.

Eyemouth Trent named

Over 350 guests joined Eyemouth lifeboat community on 29 June for the naming of their new Trent class lifeboat, *Barclaycard Crusader*.

Guests included representatives of Barclaycard and of the late Charles Beeby, services representatives, HM Coastguard and other special guests.

The ceremony was led by David Liddell-Grainger, president of Eyemouth station branch and the lifeboat was named by Ann Hirons following a service of dedication conducted by four members of the local clergy.

Following the ceremony, refreshments were served and all invited guests were delighted to see presentations by Eyemouth lifeboat crew members to Barclaycard.

News

Sheerness Trent named by HRH The Duke of Kent KG

Even the dark clouds and splatters of rain decided to clear and let the sunshine smile on the new Trent class lifeboat at her naming ceremony on Wednesday 11 September.

HRH spoke to the assembled company and then took a trip out to sea. When he spoke he reminded everyone that Sheerness, despite being a relatively 'young' lifeboat station – only 30 years old, had a wonderful record of services, some heroic moments, including the Bronze Medal during the October hurricane of 1987, and now had one of the newest lifeboats in the RNLI's fleet.

Mrs Diane Berry, daughter of the nephew of the donors, said that George and Ivy Swanson, who had lived by the sea in Bournemouth for many years, and appreciated its dangers, would be so proud to know that there was a lifeboat, bearing their names, which would be ready at a moment's notice to go about the business of saving lives. The lifeboat was duly named *George and Ivy Swanson*, and her christening was heralded by a blast from the hooters of the boats nearby. Departing guests were given a bottle of special beer, so that they could go home and drink a further toast to the new Sheerness lifeboat and her crew.



Showtime!

Readers who receive their copy of *The Lifeboat* in time to visit the London International Boat Show (3 January to 12 January 1997) may find the RNLI's stand (60E) even more interesting than usual.

To complement the **Offshore** membership drive and the Safety on the Sea initiative there will be a small yacht on show, into which all sorts of potential problems have been cunningly incorporated. If you're a boat owner come along and check you haven't got the same ones...

Two firsts for Zandra Doc's lifeline...

Aberdeen lifeboat crewmember Zandra Mackintosh broke RNLI records when she became the first lifeboatwoman to represent the RNLI at the Royal British Legion's Festival of Remembrance at the Royal Albert Hall on 9 November. Coxswain Graham Walker of Wells lifeboat was also present at the festival, making it the first time the RNLI has been invited to have two people representing approximately 4,000 volunteer crew members.

Doc Cox, former 'That's Life' presenter, has specially penned a catchy new song called 'Life-line' which features in a new RNLI Video. The Video called 'Lifeboats' has been specially produced to help make children more aware of the hazards of the sea. It is aimed at children aged five to seven and compliments the 'Lifeboats' educational resource pack released earlier this year.

The video demonstrates the types of incidents young people can get into when at the seaside, and it shows what to do when you see someone in trouble.

The 'Lifeboats' video costs £5 (or complete with resource pack for £10) and is currently available from Anne Millman, youth promotions co-ordinator, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Cheques should be made payable to Royal National Lifeboat Institution.

D class named at Angle



Ethel Clark, tireless RNLI fundraiser achieved a lifetime's ambition when she officially named Angle's lifeboat *Isabella Mary* on the 22 September.

The lifeboat was funded by the legacy of the late Mrs Isabella Finlayson who also contributed towards the Tyne class lifeboat *Good Shepherd*. Mrs Finlayson lost seven relatives at sea and wanted her entire estate to go to the RNLI.

Ethel of Angle lifeboat station and honorary secretary of the Hakin Point branch, christened the station's new D class with the traditional champagne following a service of dedication by the Reverend Tony Turner, Rector of Angle.

D class named at Fishguard.

Fishguard's new D class lifeboat was named *Arthur Bygraves* at Fishguard lifeboat station, Goodwick on 21 September by Mrs Margery Bygraves who funded the £11,000 lifeboat in memory of her husband.

Mrs Bygraves has a long-standing association with the RNLI – she is a committee member and former souvenir secretary of the Woodley and Earley branch in Berkshire.

Due to pressure on space not all naming ceremonies intended for publication feature in this issue of *The Lifeboat*. Ceremony reports not featured will appear in the Spring 1997 issue.

*Mike Floyd, small boat sailor and editor of **The Lifeboat** has a message for everyone who uses the sea*

Why YOU should go

Offshore is a new grade of RNLI membership, intended especially for those who use the sea – rates and details are on the following page.

Offshore members receive various benefits – including discounts on marine equipment.

Offshore will be launched officially at the 1997 London Boat Show

The RNLI's Membership scheme has provided the lifeboat service with a regular and reliable source of income from Shoreline members and Governors for more than 25 years. People from all walks of life become members; some of them are active sea users, some only come into contact with it from the deck of a ferry and some barely see salt water, let alone venture out on it.

Among the 200,000 people who regularly contribute their £15 are some who should really be putting their hands a little deeper into their pockets – and who have actually asked to do so when surveyed recently.

They are those of us who regularly put to sea, mostly for pleasure, and who are also most likely to be 'customers' of the RNLI.

For more than 30 years I've sailed the Channel and North Sea coasts, never really thinking about getting into trouble or which lifeboat station is closest, but always subconsciously comforted by the thought that the RNLI is there. Knowing that there are men and women willing to drop everything to help me if things go wrong; knowing that there are well-designed and well-equipped boats, which are capable of coping with the conditions that I can't, dotted around the coast.

If I'm willing to pay the best part of £100 a year to the RAC just to reduce the inconvenience of a car breakdown – rarely a life-threatening mishap – then surely I should be willing to stump up more than fifteen quid a year for people who might save my friend's and family's lives?

Even club membership, having the convenience of a shower, bar and somewhere to park the dinghy, runs into three figures for joint membership of most sailing clubs these days, a sum most of us pay each January with only a token grumble.

I'm a small boat sailor myself, so I don't subscribe to the 'rich yottie' theory – I know that most 'rich yachtsmen' forego many other things to keep their boats in commission. But I do subscribe to the 'right priorities' theory, and supporting the RNLI is high on that list of priorities.

That is why I'm asking every reader of **The Lifeboat** who sails, has a windsurfer, motor boat, speedboat or jetski to join the new RNLI membership grade – **Offshore**.

Yes, it's more expensive than Shoreline membership – but shouldn't we, the ones most at risk, be paying a membership fee which reflects that? Even the £40 Offshore membership fee is less than an average annual antifoul bill, and is frankly still a paltry amount compared



with the cost of running even a windsurfer. The fee may be £40, but I'd urge you to think of that as a minimum!

If you're still undecided take a look at the next few pages of this issue, the reports of lifeboat services. Lifeboatmen from Aldeburgh, Lowestoft, Great Yarmouth and Swanage have all been awarded medals for their bravery in services to yachts – small yachts and large yachts, south coast and east coast. And no less than three of those medals were on one day in August.

Yes, August. Not 'iffy' autumn weather, or trying to make a risky passage in winter, but August – the peak of the sailing season. How many of us *could* have been at sea that day, and how many of us could have survived the conditions unaided?

Even the most well-found yacht is out of her depth when a NNW Force 11 whistles down the East coast in the week after the Bank Holiday, yet lifeboats were there, ready and willing to make 11 and 15 hour services in appalling conditions to save them.

We, the ones who go to sea for pleasure, account for more than half of all lifeboat launches – so let's help the RNLI to help us, by paying our fair contribution.

And **Offshore** is not all one way. Members qualify for discounts on equipment from some major marine equipment suppliers. Don't think about making a profit, but be comforted by the savings and that these suppliers recognise the value of helping the RNLI in any way they can.

I'll leave the last word to Paul Fryer, the skipper of *Be Happy*, a 90ft yacht caught out by the remains of hurricane Lili off Swanage:

'In atrocious conditions, with winds exceeding 78 knots Be Happy had broached twice and taken on water from a storm-shattered window, the hydraulic steering was failing and the electrics short circuiting.

'... the lifeboat was driven alongside and the crew were helped aboard the lifeboat. The bravery of the men on deck who helped us aboard and the skill of the coxswain in holding the boat in position could not be surpassed...'

'I was extremely impressed by the professionalism of the whole organisation and feel strongly that some sort of recognition of bravery should be bestowed on the crew of that night. The weather and sea conditions were appalling, but despite the fact they were an engine down they still came to our rescue. feel that we can never thank these men enough...'

There's a phone number for Offshore on the next page – call it now!

This is Red House Lluger in a Force 11 in the North Sea. It could have been you.



Photo Peter Foskett, Assistant Mechanic Lowestoft lifeboat.

At the sharp end...

A selection of lifeboat services
from around the country

SEF LIFEBOAT SERVICE LIFEBOAT SERVICE LIFEBOAT SERVICE

**D CLASS INSHORE
LIFEBOAT WORKS IN
BREAKING SURF TO
SAVE MAN**

Thanks on Vellum

Short service just 500 yards from station - but a surfer's life is saved

A short but very difficult service by North Sunderland's D class inflatable lifeboat on 18 May 1996 undoubtedly saved the life of a surfer, and also led to the award of the Institution's Thanks on Vellum to her helmsman, Stephen Priestley. In his report on the service Guy Platten, the deputy divisional inspector of lifeboats for the north remarked: 'it was carried out with great skill and courage by both crewmen. Helmsman Priestley demonstrated excellent seamanship and determination. He handled the lifeboat superbly in the surf and the lifeboat could well have capsized had he not read the 10ft seas so well. Many local people were impressed with the way both men coped with the situation.'

The surfer was first seen to be in difficulty about 500 yards north of North Sunderland harbour and the 16ft D class inshore lifeboat, with Helmsman Stephen Priestley and crew member Darren Shell on board, was launched within minutes.

Once clear of the harbour she was exposed to the full force of a 10ft to 12ft swell rolling in from the north east.

The casualty was found some 100 yards offshore, inside the surf line and in an area where a rock scar protruded from the land without a beach. Stephen Priestley chose his moment to take the lifeboat into the surf, making towards the man on the back of a wave. But before he could get the lifeboat alongside the surfer, he saw a large wave approaching which was about to break.

Aborting the run in, he turned the lifeboat to port and took her about 40 yards south to where the wave had not yet broken. From here he was able to take the lifeboat back out clear of the surf ready for another attempt.

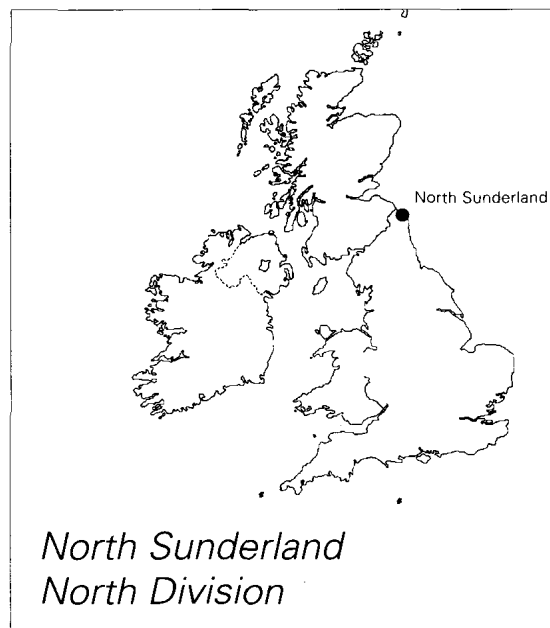
Speed

Heading back into the surf again he managed to get alongside the man, who was greatly distressed and was thrashing about in the water even though another surfer had stayed alongside to try to calm him down.

Crew member Darren Shell began to pull the man aboard the lifeboat, while Stephen Priestley stayed at the helm watching the seas.

Speed was all-important as another 10ft wave appeared, and was about to break on the lifeboat.

At the last moment, Darren Shell managed to get the casualty and his surf board into the lifeboat. The direct route back out to deep water, and safety, was blocked by the breaking wave so,



having made sure that the other surfer could get ashore safely, Helmsman Priestley powered the lifeboat to the south just inshore of the breaking wave until he found a spot where he could turn to port, break through the wave and escape out through the surf.

Meanwhile Darren Shell had to put his full weight on the port bow to prevent a capsize and at the same time keep the panicking man in the bottom of the lifeboat.

The D class then landed the man at the lifeboat station, where he was looked after by the station officials.

The Lifeboat
D class inflatable
Operational Number D377

The Crew
Thanks on Vellum:
Helmsman Stephen Priestley
Vellum Service Certificate:
Crew member Darren Shell

At the sharp end...

A selection of lifeboat services from around the country

Bronze Medal and Thanks on Vellum

FIRST MEDAL SERVICE FOR TRENT CLASS

Eleven-hour service in Force 11 winds saves six



Coxswain David Mason could hardly have known how many 'firsts' he was going to notch up when he took Great Yarmouth and Gorleston's new Trent class to sea at 0500 on 29 August.

He knew that it was his first 'shout' as coxswain, and he may have guessed from the conditions in the harbour that it would be the first time that they had taken their six-month old lifeboat into such severe weather.

What he couldn't have known is that the next 11 hours at sea in Force 11 winds and terrible sea conditions would win him and one of his crew the first gallantry awards for a service in a Trent class lifeboat.

Just a quarter of an hour beforehand the station had heard from Yarmouth Coastguard that the 33ft yacht *Olline* was in trouble 28 miles to the NNE. She was taking water in Force 11 winds and mountainous seas and one of the six people on board was thought to have a broken neck.

David Mason took *Samarbeta* down the Holm Channel at 17 knots to allow the crew to prepare for the rough passage out to the casualty. But once clear of the shallows he opened up to the Trent's full service speed of 25 knots – which she was able to maintain despite losing the shelter of the land and encountering Force 11 winds and 12ft to 14ft seas on top a large 20ft swell.

An RAF helicopter with a doctor on board arrived at the yacht at 0549, but after several attempts decided that it was too dangerous to put him aboard. It remained overhead and was able to keep the lifeboat informed of *Olline's* position as she drifted south and also enabled the crew to use their VHF direction finder on their radio transmissions.

When the lifeboat reached the scene at 0645 visibility in the driving rain and spray was so poor that she was only visible 200 yards away – being

driven downwind with no engine and with a wildly flapping headsail still hoisted.

By now the helicopter was low on fuel, but an attempt to put the doctor aboard the lifeboat had to be abandoned when the winchman was blown nearly horizontally away from the helicopter in the 60-knot wind. Before leaving the scene the doctor provided some medical advice and Steve Bartram – a first aider and emergency mechanic – volunteered to go aboard *Olline*.

The first attempt failed when the yacht – running downwind – suddenly sheered off across the lifeboats bows. David Mason went full astern to avoid a collision – and reckons there was a coat of paint to spare. Only on the fifth attempt did Steve Bartram manage to leap into the yacht's port rigging.

With *Samarbeta* standing by about 50ft away he went below to tend the injured man – later found to have a broken collar bone – and wedge him securely in place for the trip home.

With a bridle rigged around strong points on the yacht to take the strain of the tow David Mason brought the lifeboat in and passed a heaving line – but the tow line itself was so heavy that Steve Bartram could not retrieve it even after hauling in the heaving line three times.

At the fourth attempt the lifeboat was brought in so close that the tow line itself could be passed over and finally at about 0845 the Trent began the tow back towards the NNW – straight into the weather. She was by now some 29 miles ESE of Lowestoft.

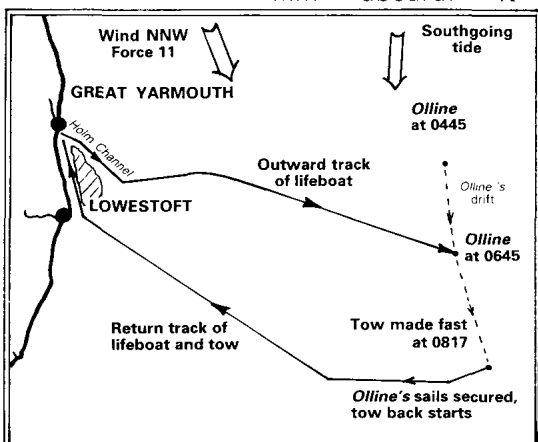
After ten minutes Steve Bartram told the coxswain that the flogging headsail was making the mast whip badly and they would need to head downwind for a while so that he could cut the sail away.

This was done and the slow progress continued – down to 2 knots at times because of the weather and the need to minimise movement for the injured man's sake. Crabbing across the tide and weather she inched into the shelter of the land and was eventually able to make better progress.

By 1600 she was off the pier heads of her home port and was able to bring the yacht and the six survivors to safety.

The Lifeboat
Trent class *Samarbeta*
Operational Number 14-10

The Crew
Bronze Medal:
Coxswain David Mason
Thanks on Vellum:
Asst Mech Stephen Bartram
Medal Service Certificates:
Mechanic Patrick Lee
Crew members
Christopher Smith
Geoffrey Wing



When my engine failed in a force 9 gale, it didn't matter that I'd been sailing all my life...



... it did matter that the lifeboat was there

As an RNLI member, you know just how dangerous the sea can be. Even the most experienced sailors can get into trouble – through no fault of their own. You also recognise the vital work of our volunteer lifeboat crews to get those sailors out of trouble.

In response to requests from many of our members, along with people who use the sea, the RNLI has launched the new **Offshore** membership grade. If you sail yourself, **Offshore** is the best way for you to support volunteer lifeboat crews.

For £40 per year, **Offshore** will help make sure the lifeboats are there if you – or anyone else – need them. You will enjoy a number of benefits and marine suppliers may offer you discounts on their products.

Governors and Life Governors are automatically entitled to receive all Offshore benefits. To find out more about Offshore, please see the leaflet enclosed in your copy of The Lifeboat. Or telephone Membership Services on 01202 663000 quoting reference LJ7. We'll be delighted to help you.



Because life's not all plain sailing

Registered Charity No. 209603

CREW MEMBER INJURED

Mersey saves five despite loss of one engine

When the remnants of Hurricane Lili swept up the Channel on 28 October it not only caused considerable damage ashore but also caught out a 90ft modern yacht, well-found and fitted with modern equipment. The night will be one which Coxswain Chris Haw will remember, for with one engine out of action and one crew member injured he and his crew managed to take five people off the yacht – earning him the Institution's Bronze Medal.

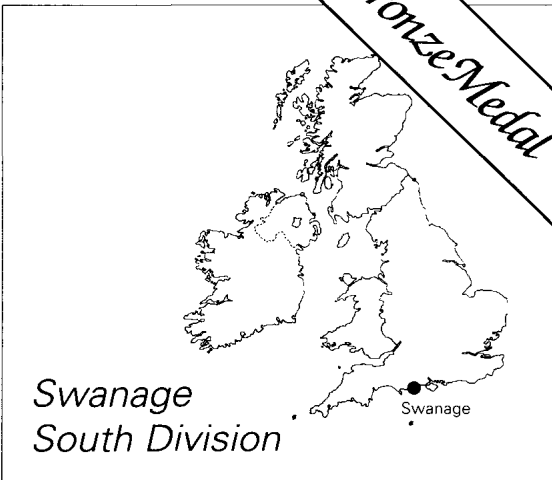
The winds circling the depression which had once been Hurricane Lili had already had plenty of time to build up a massive sea when Portland Coastguard told Swanage lifeboat station of the plight of the 90ft *Be Happy*. She had broached twice and was taking in water through a shattered window, the hydraulic steering was failing and her electrics shorting out. She was now drifting in hurricane force winds 22 miles to the south of the station.

The station's own lifeboat was away for survey, so at 1945 the relief Mersey *Lifetime Care* launched and headed just east of south towards *Be Happy's* position. Ten minutes later she left the shelter of Anvil Point and met the full force of the weather. Heavy squalls driven by the Force 9 to 12 SSW wind reduced visibility to 100 yards and the swell was up to 25ft high.

A rescue helicopter arrived at the casualty at 2004, enabling the lifeboat crew to use their VHF direction finding equipment to home in on *Be Happy*.

However, the conditions were beginning to tell on *Lifetime Care*. First the radar failed and then the starboard engine had to be shut down after losing its cooling water. She continued south at about 8 to 10 knots on one engine and with the help of the helicopter's searchlight was able to close in on the casualty at 2120. The yacht was trying to make to the north, but was being set rapidly to the east by the storm force winds and east-going tidal stream.

Be Happy's crew wanted to stay aboard, but Chris Haw told them that towing was not possible in the prevailing conditions,



and after watching the yacht knocked down twice more at about 2137 he asked them again what their intentions were – adding that when the tide turned against the wind in about an hour and a half the seas would worsen, and make it very difficult to abandon the yacht.

The skipper decided that the time had come to abandon and the lifeboat began to move in. *Be Happy* was heeling considerably in the 60-knot wind and rising and falling violently in the heavy seas. The lifeboat's starboard engine cooling system had been refilled and at the last minute it was restarted. With heavy fendering in place, five crew members on deck and the helicopter providing illumination *Lifetime Care* moved in. The casualty had the wind and seas on her port quarter and her four crew were ready at the starboard rails while her skipper stayed at the wheel until the last minute.

Chris Haw brought the lifeboat in under the leeward bow, knowing he had only one attempt before the starboard engine failed again, and the four people jumped. The two vessels were moving so violently that as they came together they rolled together, crushing the Mersey's rails inboard and injuring four of the lifeboat crew members – Chris Coe suffering a badly broken arm.

Shut down

The yacht skipper managed to free his harness and leap aboard, and as he clung to the radar support the coxswain brought the lifeboat hard astern and away from the casualty. The starboard engine had overheated after just two minutes, but only now could it be shut down.

The lifeboat hove-to while Chris Coe was given first aid, and at 2206 *Lifetime Care* was at last able to head north back towards Swanage. Such was the pasting that the Mersey was receiving that the Decca Navigator had now failed, so the helicopter escorted her as she headed home at about 7 knots. The injured crew member could not be evacuated because of the conditions, and it was not until 0010 that the lifeboat was put alongside her slipway and Chris Coe and the survivors landed.

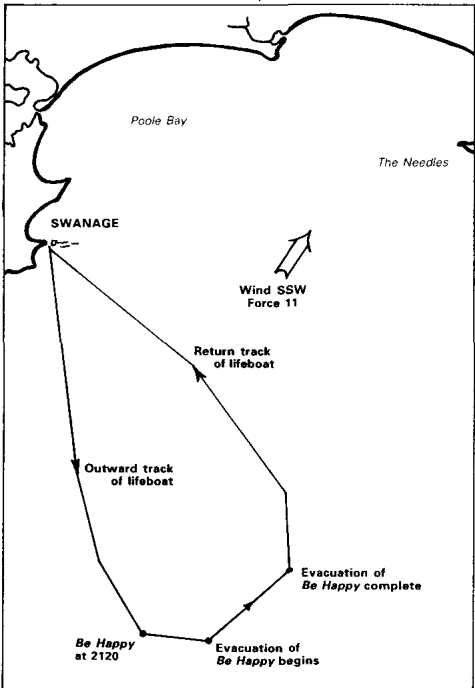
Fortuitously the station's own Mersey was ready for collection the following day, replacing the relief boat as she was withdrawn for repair.

Be Happy was last seen blowing off the leeward at about four knots, and subsequently went ashore on the Isle of Wight.

• See page 7 for comments by the skipper of the yacht, Paul Fryer.

The lifeboat
Relief Mersey *Lifetime Care*
Operational Number 12-11

The crew
Bronze Medal:
Coxswain Christopher Haw
Medal Service Certificates:
Asst Mech Martin Steedon
Crew members David Corben
Robert Aggas
Christopher Coe
Terence Pond



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



Andy Huggett: 2nd Coxswain and Deputy Mechanic, Eastbourne lifeboat.

Photography: Murray Langton.

... but only with your help.

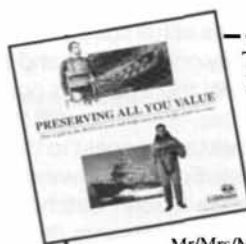
Please remember the RNLI in your will.

Come hell or high water, our volunteer lifeboat crews are ready and willing to save lives at sea at a moment's notice, 24 hours a day, 365 days a year. But they can only do it thanks to the help of RNLI supporters like you.

Our new booklet, *Preserving All You Value*, explains how six out of every ten lifeboat launches are currently made possible by legacy gifts. It also shows how you can help our crews carry on their lifesaving mission long into the next century – by remembering the RNLI in your will. For a free copy, simply complete and return

PRESERVING ALL YOU VALUE

the coupon below, or call John Marshall on 01202 663032 and help our crews continue to save those in peril on the sea. Thank you.



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

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

Mr/Mrs/Miss/Ms _____

Address _____

Postcode _____

Membership no. (if applicable) _____



Lifeboats

Registered Charity No. 209603

LJ7/1 Royal National Lifeboat Institution

MERSEY THROWN ON HER BEAM ENDS BY BREAKING SEA

Two lifeboats save six from yacht in storm conditions

Aldeburgh and Lowestoft lifeboats were both involved in a long, arduous service in Storm Force winds and extremely heavy seas when they rescued six people from a yacht in the North Sea at the end of August.

Conditions were so bad that one breaking wave picked up Lowestoft's Tyne and hurled her towards the smaller Mersey, which was thrown over on to her beam ends as the wave broke over her. The long service in such awful conditions has not surprisingly earned the coxswains of both lifeboats the RNLi's Bronze Medal and the Institution's Thanks on Vellum for Shane Coleman (known as 'Bert') – Lowestoft's second coxswain - who was put aboard the yacht for the evacuation and the long tow to safety.

The casualty was the yacht *Red House Luger*, belonging to Red House School. She had been on passage from Holland with her skipper, a schoolmaster and four 16 and 17-year-old pupils aboard when she suffered storm damage and put out a Mayday call at around 0800 on 29 August, reporting her position as 30 miles SE of Lowestoft.

The call was passed on by another vessel as a Mayday Relay to Yarmouth Coastguard, who contacted Lowestoft lifeboat station to request an immediate launch.

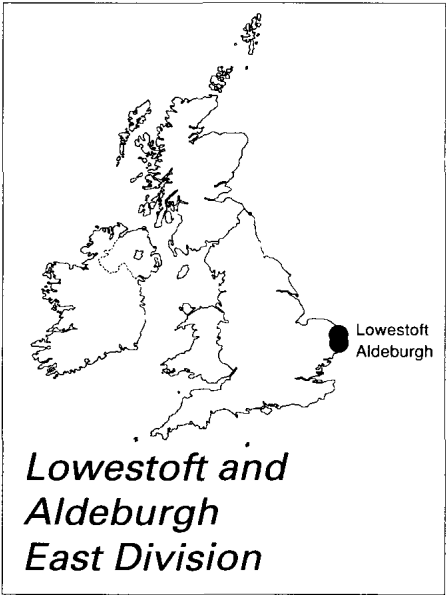
Meanwhile the Mayday Relay had been overheard further south by Aldeburgh's coxswain Mechanic Ian Firman, who was in the boathouse at the time, and soon the station's Mersey *Freddie Cooper* was launching from the open beach in a full gale from the north west. The launch was made difficult by a very rough sea, a 4m swell and 2 knot tide but once clear of the first set of breakers *Freddie Cooper* was able to head off to the east towards the yacht's position.

Worse conditions

Conditions worsened as she lost the shelter of the coast, with visibility reduced by driving rain and blowing spray. With the wind by now Force 11 on the port quarter the Mersey continued down the quartering seas at full speed – although she broached completely on one wave and ended up headed west before the situation could be retrieved.

Meanwhile further up the coast to the north Lowestoft's Tyne class *Spirit of Lowestoft* had put to sea under Coxswain John Catchpole and she too headed at full speed towards the yacht's position. Her south-easterly course also put the weather on her port quarter, and she too was experiencing Force 11 winds and 20ft seas. Although she did not broach she was continuously shipping water over her windward side and was also hampered by the very poor visibility.

As the two lifeboats converged on the



yacht an RAF Seaking helicopter located her but could not contemplate winching the crew off in the atrocious conditions. The helicopter stayed with *Red House Luger* and relayed her position to the lifeboats as she was driven 15 miles south by the tide and storm force winds.

The cargo ferry *Norking* had also responded to the Mayday, arriving at the casualty at 0848 and standing by to windward of her to provide what shelter she could.

Both lifeboats arrived at about 1018 to find the yacht steering a very erratic course. She had her engine running but a headsail had been lowered but not stowed, so that the wind sometimes caught it, swinging the bow downwind.

Breaking

The two coxswains decided that Aldeburgh's Mersey would try to put a tow aboard the yacht, but as she approached cautiously with most of the crew on deck Ian Firman glanced astern from the helm and was horrified to see *Spirit of Lowestoft* on the face of a wave so large that it towered over her stern even though her bow was not yet in the trough. The Tyne was being hurled towards him by the wave so Coxswain Firman accelerated away to avoid a collision. As he did so the wave caught up with the Mersey and began to break. *Freddie Cooper* surfed out of control in the broken water and Coxswain Firman thought she might drive her shoulder under and capsize, so he throttled back and shouted to the on-deck crew to hold on.

The Mersey was laid over by the wave until the wheelhouse windows on the port side were completely under water and the forward windows were obscured. Such was the angle of heel that

*Bronze Medals and
Thanks on Vellum*

alarms were triggered and Coxswain Catchpole aboard the nearby Tyne was convinced he could see Freddie Cooper's starboard propeller clear of the water – commenting that it was still shiny!

Fortunately the lifeboat's crew were all still aboard and uninjured although one of them had been completely immersed and his automatic lifejacket had inflated.

The plan to tow the yacht was abandoned and Aldeburgh lifeboat moved in again to take off half the yacht's crew, the remainder to be taken off by the Tyne.

Norking closed in to provide a better lee, but the yacht suddenly steered out round her stern and had to be guided back into the small amount of shelter provided by the ferry's bulk.

With the casualty steering straight downwind Coxswain Firman was able to put the Mersey's starboard bow up to the yacht and three of her crew were snatched to safety.

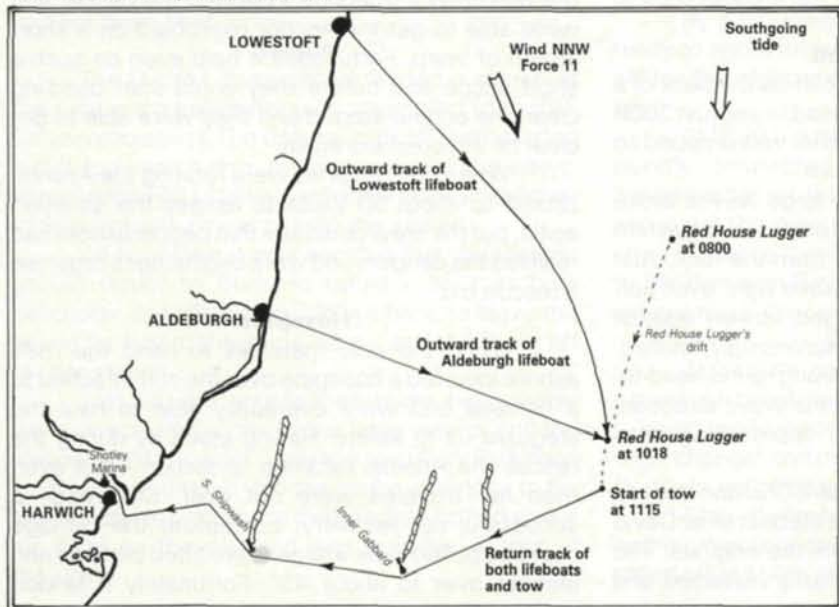
Watching from a safe distance Coxswain Catchpole aboard Lowestoft's Tyne decided that as the yacht was not under control – she had made a 180° turn just before the Mersey approached – it would be safer to put someone aboard to oversee the transfer of the three remaining crew.

Leaped

With Red House Luger running downwind in the lee of the large ferry Spirit of Lowestoft closed in and Second Coxswain Bert Coleman leaped aboard the yacht at the first attempt.

Taking control of the casualty he mustered the remaining three people on deck, and once again Coxswain Catchpole brought the lifeboat's starboard shoulder up to the yacht's port side so that the three could be hauled aboard the Tyne.

With all the survivors safe it was decided to try to tow the yacht in. She had no suitable cleats to take the towline so Bert rigged a bridle round the deckhouse to spread the load.



The yacht was out of the lee of the ferry by now, rolling heavily beam-on to the sea, and it took two attempts to pass the tow line. With the errant sail secured the long tow ashore started at 1115, heading for Harwich which was 35 miles away to the west at about 5 knots (Lowestoft was the same distance, but upwind).

Aldeburgh's Mersey fell in astern as escort, ready to move in quickly if Bert had to abandon the yacht.

Pump

An hour and a half later the bridle parted and had to be renewed and Bert also had to pump the casualty for 15 minutes at a time as water was coming aboard and making her sluggish. He was eventually able to plug two broken windows to reduce the inflow.

The conditions improved slowly as the three boats began to gain some shelter from the land and Freddie Cooper moved off at full speed to put her three survivors ashore at Shotley, inside Harwich Harbour. She refuelled at Harwich and returned to Aldeburgh where she was recovered at 2005, after nearly 12 hours at sea.

Spirit of Lowestoft continued with the tow, and although better progress could be made in the more sheltered waters it was not until 1900 that the yacht was safely secured in Shotley Marina and the Tyne could refuel at Harwich lifeboat station.

With an even longer trip home than Aldeburgh's Mersey it was not until 2336, more than 15 hours after she left, that she was safely secured in her home port and ready for service again.

This remarkable picture by Peter Foskett aboard the Lowestoft lifeboat gives some idea of the atrocious conditions during the service. Red House Luger can be seen in the lee of the ferry Norkin while Aldeburgh's Mersey class Freddie Cooper moves in to take off three of the survivors. Note the size of the wave cresting under the ferry's stern.

Lowestoft The lifeboat
Tyne class Spirit of Lowestoft
Operational Number 47-020

The Crew
Bronze Medal:
Coxn William Catchpole
Thanks on Vellum:
2nd Coxn/Mech Shane Coleman
Medal Service Certificates:
Asst Mech Peter Foskett
Crew members John Fox
Charles Buckingham
Malcolm Horton
Graham Shillings

Aldeburgh The Lifeboat
Mersey class Freddie Cooper
Operational Number 12-34

The crew
Bronze Medal:
Coxn/Mech Ian Firman
Medal Service Certificates:
2nd Coxn Michael Testoni
Crew members Leslie Warner
Peter Cook
Steven Saint
Christopher Baker
Kevin Clarke

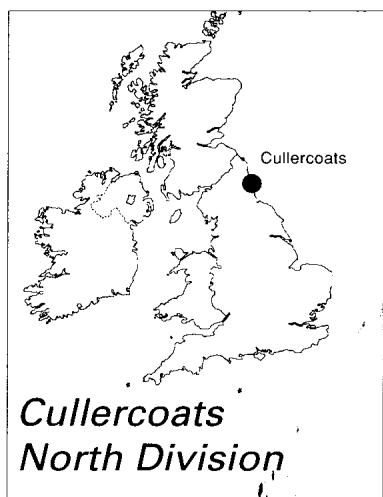
Thanks on Vellum

RESCUEING A RESCUER

Atlantic's engines swamped as she tries to rescue trapped lifeguard

Conditions were so bad on the East Coast of Britain on 29 August that Cullercoats' Atlantic 21 was involved in a medal-winning service within the confines of the harbour. Despite the supposedly sheltered surroundings a swell more than 15ft high was sweeping through the entrance and breaking heavily against the cliffs.

The lifeboat's engines were swamped time and again as she attempted to get close enough to a lifeguard trapped on a rocky ledge and the difficulties and determination shown have led to Helmsman Robert Oliver being awarded the Thanks of the Institution on Vellum.



The lifeboat
Atlantic 21 rigid inflatable
Edmund and Joan White
Operational Number B591

The Crew
Thanks on Vellum:
Helmsman Robert Oliver
Framed Letters of Appreciation
from the Chairman:
Crew Members Mark Charlton
David Pendlington

The lifeguard was trapped on a rocky ledge inside the harbour, only about 250 yards south of the station. Even though the boathouse was tucked into the northerly corner of the harbour and the breakwater was providing some shelter, the strong northerly wind was driving a 6ft swell into the harbour and on to the beach.

Driving clear of the breakers just after 1600 Helmsman Oliver made a few passes up and down the bay to assess the conditions and warm the engines through. Once outside the protection of the breakwater the Northerly Force 7 was kicking up a sea more than 15ft high which was breaking at the foot of the 60ft cliff

trapping the casualty – and bouncing back out.

Although breaking seas had not yet swept across the lifeguard's ledge it was surrounded by water and, with an hour left until high water, there was a real danger that he might be swept off.

Although a cliff rescue team had been called they had not yet arrived and Helmsman Oliver realised that it was essential the lifeboat tried to rescue the man immediately.

Submerged

Driving in towards the cliff on the back of a wave he swung the lifeboat head to sea just 200ft from the ledge, where the anchor was dropped so that she could be veered down.

Although two or three large waves broke into the Atlantic she continued manoeuvring astern until she was only 30ft away from the rock. Just then an even bigger wave broke right over her. The engines were submerged, driven against underwater rocks and, not surprisingly, stalled. With no power the lifeboat swung round head-to-wind (which was not true to the wave direction) putting her shoulder to the approaching seas instead of her bow.

While crew member Mark Charlton heaved on the anchor warp to haul the lifeboat clear David Pendlington went aft to check the engines. The starboard engine was eventually restarted and the lifeboat was able to claw clear, retrieving her

anchor as she went.

Once in clear water the port engine was restarted and Helmsman Oliver made a couple of test runs to ensure they were working properly again.

Another attempt was made to reach the lifeguard using the same method. Again the lifeboat was swept by waves, and again a larger one swamped her at the last minute, drowning the engines. This time Mark Charlton was swept out of the bows, where he had been tending the anchor warp and injured his face on the console as he was swept past.

The engines were eventually restarted and the lifeboat taken out into deeper water. Helmsman Oliver thought that the anchor might have been holding the bows down instead of allowing it to lift to the oncoming seas, so they decided to try again without it.

Bounced

The lifeboat went in for a third time, riding the back of a breaking sea until she was just 50ft from the ledge. This time a wave bounced back off the cliff, submerging the engines and stopping them yet again. A 15ft sea was about to break, and as the helmsman desperately tried to restart the engines the two crew immediately realised the danger and were able to get the anchor overboard on a short length of warp. Fortunately it held even on such a short scope and before they could start paddling clear one engine started and they were able to get clear of the breakers again.

When both engines were running the Atlantic closed to about 50 yards to assess the situation again, but the crew could see that people ashore had realised the dangers and were beginning to organise a rescue bid.

Hosepipe

Using the only materials to hand the men ashore lowered a hosepipe over the cliff attached to a harness and were eventually able to haul the lifeguard up to safety. Having stood by during the rescue the Atlantic returned to station – but even then her troubles were not over. She made a successful net recovery, but before the carriage could be pulled clear a large wave tilted carriage and lifeboat over to about 45°. Fortunately it landed upright, and the lifeboat was pulled clear safely.

LIFEBOAT STATION AWARDED THANKS ON VELLUM

Entire station takes part in long search for missing girl

It is unusual for a lifeboat station to be awarded a Thanks of the Institution on Vellum, but this was the only way in which the dedication of almost the entire station could be recognised after they had taken part in a long, and sadly fruitless, search for a young girl. During the 20 hours the incident lasted the station's D class was at sea for eight hours, and also rescued two people and landed two more in separate incidents.

The first notification of the events came from Falmouth coastguard at 1903 on 4 June 1996, who told the station that two adults and a child were cut off by the tide at Sandymouth Bay some two to three miles north of Bude.

The station's D class inflatable *Elsie Frances II* was away only six minutes later, but despite the light WNW breeze a sizeable surf was running, and it took two attempts to clear the 8ft to 10ft break. Outside Bude Haven a large ground swell was running in from the west and there were breaking seas up to 500 yards out from the coast.

It took only six minutes to reach the scene, but with such an extreme surf running and with no beach to land on at that state of the tide there was no way the D class could approach closely. She stood-by, clear of the breakers, while a Coastguard team began to recover the casualties by rope up the cliff.

At 1941 they received some bad news. One of the people who had been successfully brought to the top of the cliff reported that the third casualty, a five-year-old girl, had been washed off the rocks and had not been seen since.

Search

The D class immediately started a search of the area and a helicopter was scrambled from RAF Chivenor to assist. The Coastguard cliff team started a cliff top search and, once they heard the news, some of the RNLI station personnel also hurried over to Sandymouth by car to help the search.

An hour later it was decided that the lifeboat should return to Bude to refuel – so that both helicopter and lifeboat would not have to leave the scene for fuel at the same time – and the D set off for her station.

Just as she approached Bude two people were swept off the pier by the large waves, and the lifeboat went in to help. Crew member Gary Parkinson immediately jumped into the water, oblivious to his own safety, to grab one of the people who had struck his head on the pier and was in grave danger of drowning.

With the casualties and crew members recovered the lifeboat went into the Haven to land them and refuel – there was such a surge running in the harbour that it needed five people in the water to control the inflatable.

With a change of crew and an extra fuel tank the lifeboat set out again and was back in the search area by 2050 where she rejoined the helicopter.

Sunset was at 2120 and it would have been foolhardy to try to re-enter Bude Haven in the dark with such a sea running. So when the helicopter ran low on fuel and left at 2145 the lifeboat carried out one more sweep and then returned to station.

Stranded

Again she encountered an incident as she returned to Bude, this time two people who had been moving their yacht to a different mooring had been stranded aboard when they lost their tender. Although they were not in any immediate danger they were picked up and landed at the lifeboat station.

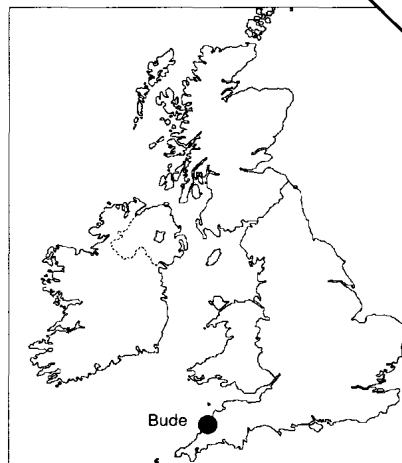
By 2230 *Elsie Frances II* was refuelled and ready to rejoin the search, which had been called off for the night and was to be resumed at first light.

At 0530 the next morning no fewer than 22 people connected with the lifeboat station assembled at the boathouse to launch the lifeboat and join in the search from the shore. With a third crew in charge the inflatable once again returned to Sandymouth Bay to search in slightly better – although still very rough – conditions.

Reluctant

At 0905 the operation was stood down until a thorough beach search could be conducted later – which the lifeboat (with more fuel and another crew change) and many shorehelpers carried out from around midday.

After three hours of intensive searching nothing was found and the search was reluctantly called off at 1500, after 20 hours of intense effort.

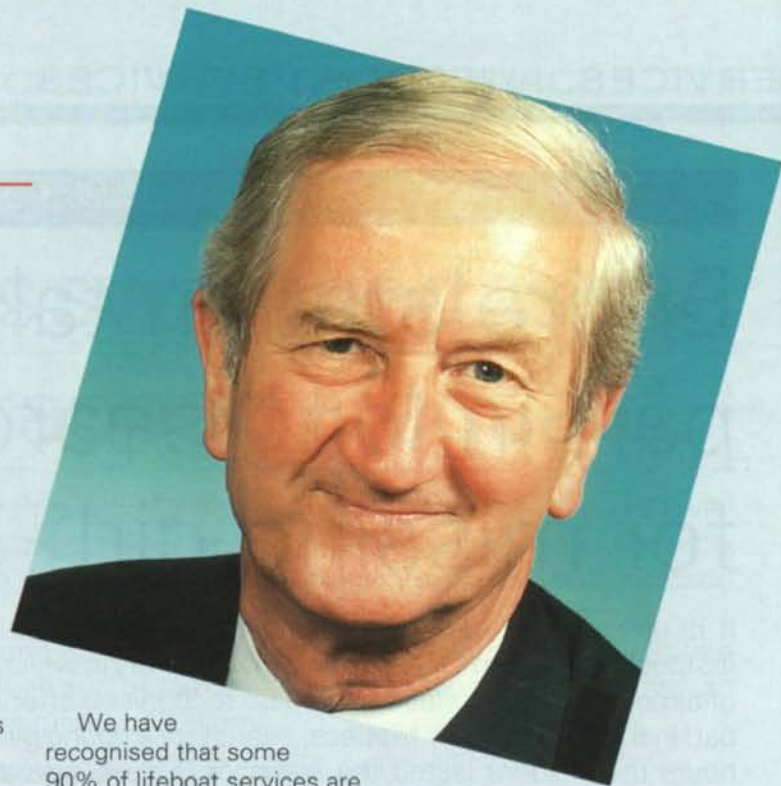


Bude
South Division

The lifeboat
D class inflatable
Elsie Frances II
Operational Number D495

The crew
Thanks on Vellum:
Bude Lifeboat Station
Framed Letter of Appreciation
from the Chairman:
Crew member Gary Parkinson

From the Director



It is a relief to be writing my annual message for *The Lifeboat* as a welcome alternative to sending letters to the editors of the Sunday Telegraph and Private Eye! Many of you will have read the articles in those publications and will share our disappointment that so many of the so-called facts were manifestly wrong.

It was obviously a setback when the first production Severn was damaged during trials, but this was by no means as serious as the press would have us believe. Remedial work was completed on schedule, and by the end of 1996 three Severns were already in service.

Another six are due in 1997, and the coxswains and crews at these stations are keenly anticipating the arrival of their new lifeboats. I am confident they will not be disappointed.

During 1996 the Trent programme really got under way, and by the end of the year 18 boats were due to be in service. The Chairman, David Acland, and I attended the naming and dedication of six Trents during the year and it was gratifying to hear at first hand how delighted coxswains and crews are with the performance of their new lifeboats.

Future needs

Once the new 25-knot classes are in service the level of cover provided can be improved, and a key target is to be able to reach virtually any point 50 miles from the shore within two-and-a-half hours by the end of 1999, one third quicker than at present.

Occasionally I am asked why we continue to set new targets; why not be content with what we have achieved in design and cover? To some degree the criticisms of the Severn in the articles I referred to was to that effect – that the Severn represents a step too far and is too fast, too heavy, too sophisticated, and therefore too expensive.

It is worth saying that these same criticisms were levelled at the Arun when it was introduced in the early 1960s. At that time boats capable of speeds of 17 or 18 knots were also considered a step too far, but the Arun has been one of the great success stories of the RNLI and has earned the affection and respect of coxswains and crews everywhere.

Similar comments were made about the D class inflatable, which was also seen by some people as being inappropriate for the RNLI. Its record speaks for itself, and proves how wise it was to add them to our fleet and increase our capability in such a substantial way.

I believe, from talking to lifeboat people throughout the Institution, that we should not rest on our laurels but try to improve the service we provide and set worthwhile targets for the future as we have in the past.

Following the tragic disasters at Longhope in 1969 and at Fraserburgh a year later, the RNLI set itself the target of ensuring that the entire all-weather lifeboat fleet would be self-righting by the end of the 1970s. Then, in the 1980s, we committed ourselves to providing an all-fast lifeboat fleet by the end of 1993. Both targets were met, and have proved fully justified.

By the end of 1999 25-knot Severns and Trents will ensure that the improved level of cover can be achieved, and already we are looking still further into the future to see whether there are other practical ways in which our service can be improved.

We have recognised that some 90% of lifeboat services are within ten miles or so from the coast, often in reasonable weather and, as new designs are considered and new technology incorporated, we must ensure that future classes of lifeboat are best suited to the tasks they must undertake.

Another challenge is the number of potential services in, say, ten years time. Calls on lifeboats have increased by more than 85% in the last ten years and if this rate of increase is maintained there are many implications, not least on the commitment of lifeboat crews.

Reducing the demand

Our colleagues in the Coastguard have set themselves the target of slowing, and then reversing, the number of incidents involving the rescue services, and our own very successful sea safety initiative can play its part in ensuring that the increasing number of people using the sea are as well equipped as possible to deal with accidents.

Despite this we must recognise that calls on the lifeboat service are likely to increase and, as nothing ever stands still, the Institution's future promises to be challenging and exciting.

Clearly our plans for the future must be funded, and during 1996 I was reminded time and again of the dedication of our fundraisers. There is no doubt that the RNLI's independence and its support by voluntary contributions are cornerstones of our success, and the commitment of our fundraisers acts as an inspiration to all lifeboat crews.

This was illustrated at the Annual Presentation of Awards this year when Helmsman Richard Pearce received a silver medal for his outstanding service in an Atlantic under Brighton pier. After the ceremony Richard told me that while waiting to receive his medal he had watched with growing admiration the awards for many years of devoted fundraising. Richard said he was reminded how much he, and all crew members, owe to all the volunteers and how important it was not to let them down in the future. Thoughtful words which summed up for me the real essence of our Institution.

In conclusion, I thank you all for your practical support for the Institution and for your continuing hard work and encouragement, and on behalf of all my staff colleagues at the RNLI I wish all our readers and their families good health and happiness in the New Year.

Brian Miles

Lifeboat station histories

Holy Island Lifeboats

by Brian Chandler
published by the author at £3.50

For such a small island, only a few hundred yards off the coast of Northumberland, Holy Island has a packed and fascinating history – which continues into its days as a lifeboat station.

Although the last lifeboat left the island more than 25 years ago Brian Chandler has been able to piece together the story – which starts with the possibility that an adapted coble, to a design by Lionel Lukin, was first stationed there as early as 1786.

Subsequent lifeboats included *Lizzie Porter*, now one of the exhibits in the National Collection of Lifeboats at Chatham, which was stationed there from 1910 to 1924 and there was even a number two station on the island from around 1868 to 1934.

Holy Island's last lifeboat, the Watson class *Gertrude* sailed away in 1968, but Brian Chandler's research has ensured that the history of the stations on this historic island have been recorded for posterity.

Holy Island Lifeboats can be obtained from Brian Chandler at 30 Malvern Way, Croxley Green, Rickmansworth Herts WD3 3QG for £3.50, including postage and packing.

The Story of Lowestoft Lifeboats

Part 2: 1877-1924
by Jack Mitchley, Stuart Jones and William Keith
published by The Port of Lowestoft Research Society at £6

ISBN 0 9505311 3 8
A detailed account, in chronological order, of the services carried out by the lifeboats stationed at Lowestoft in the period under review – each chapter covering the work of a particular coxswain, followed by a summary of all of their services.

Despite the detail the book never becomes merely a list of names and services, drawing as it does on newspaper articles and other sources to bring both the men and casualties to life.

Well illustrated by evocative period photographs of the lifeboats, their coxswains and casualties this volume makes fascinating reading for anyone with an interest in the port of Lowestoft.

Volume One, which covered the period from 1801, was published by Jack Mitchley in 1974, and although it was his intention to publish this second volume he died in 1993 before it was complete. His notes have now been brought together by Stuart Jones and William Keith to complete Volume Two.

Both Volume Two (and a limited number of the first Volume) can be obtained from the Port of Lowestoft Research Society at 3 Blicling Court, Norwich, Norfolk NR1 1NW. Volume Two costs £6 and Volume One £1.50, both including postage. Cheques should be made payable to PLRS.

Safety for cruising sailors

Heavy Weather Cruising

by Tom Cunliffe
published by Fernhurst Books at £11.95
ISBN 1 898660-27-1

Ordinarily one might dismiss as exaggeration a book's claim that it 'may save your life', yet in this instance it is a claim which is very easy to believe.

The first edition of Tom Cunliffe's authoritative yet eminently readable book sold 14,000 copies – and if this revised and up-dated second edition sells anywhere near as well it will almost certainly save someone a very nasty incident – perhaps their life.

In this 96-page soft-back volume the author covers the entire gamut of heavy weather at sea, and how it may best be tackled in yachts of various sizes and types. Wind and waves; the boat; the crew; navigation; strategy and shelter all come in for consideration on the preventative side and further chapters look at the handling of emergencies; boat performance; riding out a gale; the liferaft and then outside assistance.

The final two chapters are particularly interesting, as the concept of self-reliance has run through all of the previous chapters. Here we look at what to do when all else has failed, and how to cope with situations which will be totally unfamiliar to most readers. How many sailors have actually inflated or boarded a liferaft, been rescued by lifeboat or been on the receiving end of a helicopter high-line transfer? Here are your opportunities to at least familiarise yourself with the theory – while hoping fervently that the practical experience will never come.

Recommended reading for anyone who puts to sea in a small boat.



Storm Tactics Handbook

by Lin and Larry Pardey
published by Airlife Publishing at £12.95

ISBN 1 85310 787 5
Many yachtsmen will successfully achieve a lifetime of cruising without encountering a full-blown gale and most will avoid anything approaching a storm – but such is the nature of the beast that we *might* encounter one the next time we put to sea. Lin and Larry Pardey are well-known ocean voyagers, and if you spend that much time at sea and travel almost constantly then the chances are you *will* meet something rather nasty.

Even those of us in the 'might' category will benefit from the hard-won practical advice in this book, as you can never be too well prepared. Drawing on their own experiences and tests and on those from many other cruising sailors the authors have brought together some extremely sound and useful advice and information. You may never need the advice on avoiding a cyclone, but would you bet on not having to heave-to, run-off or set a trysail in a lifetime cruising the English Channel or North Sea?

Bookshelf

For the yachtsman...

The RYA Book of Navigation

by Tim Bartlett

published by Adlard Coles Nautical at £9.99

ISBN 0-7136-4409-5

Although many books have been written on the science – or art – of navigation this book does make a real contribution to the material available.

To start with it has been written specifically to produce a reference book for all of the RYA courses up to Yachtmaster Offshore, and in fact includes additional useful information over and above the required syllabus.

Second, it accepts that in today's electronic world most small-boat navigators will not only have access to, but will also be using as their main system, one of the many modern aids. That is not to say that the tried and trusted manual methods are neglected, modern systems use the same principles as their tried-and-trusted ancestors and a good understanding of the basics is needed as a starting point for radar, GPS or Decca navigation. Even more important is the fact that despite their reliability electronic systems will not function without a steady diet of electrons, and should that dry up there is no alternative to the methods used for generations.

An extremely useful aid to finding your way safely around the seas and obtaining RYA qualifications.

Junk Rig

by H. G. Hasler and J. K. McLeod

published by Adlard Coles Nautical at £55

ISBN 0-229-11798 8

Yes, it's specialised, and yes, it's expensive, but if you want to know everything there is to know about this particular yacht rig then this is the book for you. Written by the two people who have amassed perhaps the most experience in sailing and designing Junk, or Chinese, rigs for a variety of boats this is real 'straight from the horse's mouth' stuff.

Junk Rig has been available for a while but only recently came to our notice. A cover-to-cover read now finds us much better informed about the modernised version of a very old rig, and there is so much information in the massive 240-plus pages that a reader immediately tends to start doodling ideas and conversations for their own boat...

A fascinating read – if you have a real interest.

previous chronicles of Old Harry's seagoing life prove that there is a little of Old Harry and his colleagues in every one of us who goes to sea for pleasure. Anyone who can read this volume without seeing a fleeting glimpse of themselves or their club-mates must have led a very sheltered life indeed.

A word of warning – find somewhere discreet to

Old Harry's Dog-Watch

by J.D. (Des) Sleightholme

published by Adlard Coles Nautical at £4.99

ISBN 0-7136-4508-3

Cruising sailors who have begun to notice the odd grey hair will need no introduction to the sagas of Old Harry, having chortled over his antics for many a year, or even decade, in Yachting Monthly – of which Des Sleightholme is a past editor. These articles and the three

General interest...

Rock Lighthouses of Britain

by Christopher Nicholson

published by Whittles

Publishing at £17.95

ISBN 1-870325-41-9

The isolated rock lighthouses of Britain seem to engender a similar feeling to the lifeboat service, with their air of isolating, self-reliance and brooding danger. Before the steady process of automation began many of the keepers were often delighted to see the local lifeboat arrive on Christmas day – a portly crew-member sporting a cotton wool beard and carrying a sackful of presents and mail.

Although published much earlier this year we had not found space for a review of this volume, which surely deserves a mention to anyone with an interest in our seas and coastline.

The author examines the construction of many of the most famous lighthouses, chronicling the difficulties encountered in building them and the steady progress which was made in their design – which led to much longer life spans! Included too is an affectionate look at the men who kept the lights burning and the privations which they suffered over the years.

Longitude

by Dava Sobel

published by Fourth Estate at £12

ISBN 1-85702-502-4

Can you take a relatively obscure scientific problem, which taxed minds for centuries, and turn it into a best seller? You can if you are Dava Sobel, who has researched and written about the centuries-long quest for a means of determining longitude accurately, only to find her book topping the American best-sellers list for more than 20 weeks!

This story of the search for a way of establishing longitude (your position in a 'left-to-right' plane on the map) works in many dimensions. It is more than just a scientific story, more than just history. It cuts across almost every aspect of life and involves trade, politics, ancient history and not a little bigotry and skulduggery.

The problem was ultimately solved by John Harrison, a relatively unknown English clockmaker who dedicated his entire life to the subject, but to do so he had to overturn the theories of some of the best known members of the scientific establishment, and a large number of quacks who proposed fascinating if entirely impractical means.

A great read, whether for amateur scientist, sailor or just the lover of a rattling good tale of intrigue!

begin your travels through the pages. There are still people who find it strange when apparently sane and respectable people begin giggling uncontrollably in corners of trains and public places. Check out your travelling companions carefully before opening the covers – if they have spots of antifoul on their specs or curiously red finger nails it may be safe to proceed!

The books reviewed are not available from the RNLI.

Where the books are available only from one source an address will be given, otherwise readers should contact a good bookseller, quoting the title, publisher and ISBN.

"MY HEARING AND HAPPINESS - I'VE REDISCOVERED BOTH!"

"I'm not deaf but I am hard of hearing", Gwen Banks of Plymouth told us. "My hearing problem gradually got worse over the years until it became a real nuisance. It stopped me doing things I really wanted to do. The fun was going out of life. So I answered a Scrivens advert. They fitted me with a mini-aid. It's wonderful".

"THE FAMILY'S FUN AGAIN"

"I've two children, four grandchildren and nine great-grandchildren. So I'm kept on my toes! But increasingly I couldn't hear what they were saying to me. 'Nan, I've been talking to you and you haven't heard a word', said one of my tiny ones. You should have seen her there mouthing it as if to say, watch my lips. We'd get together for a birthday party and I was the only one who felt left out... laughing at jokes I couldn't hear. So it is sheer joy to hear really well again. To be out and about with the children. To walk on Plymouth Hoe and be able to hear



Mrs Banks recounting the tales of Sir Francis Drake to her great-grandchildren, on Plymouth Hoe.

all their questions about Sir Francis Drake. Yes, family life is fun again".

"I'M USEFUL AGAIN"

"I've worked for the Multiple Sclerosis Society for 27 years. I'm Chairman of the Plymouth Branch. It's a big thing in my life. But I was going to have to give it up. Do you know, I just couldn't hear what people were saying at meetings. I felt such a fool saying 'what was that?' and 'please speak up!' It wasn't them. It was me and they knew it! But now I'm in charge again. I don't miss a

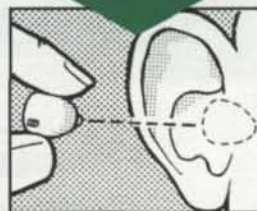
word anybody says. So I can play my part just as I used to. A bit of bantering goes on, 'has Madam Chairman got her hearing aid with her today?' someone asked. But that is an interesting question because it bears out my experience - hardly anyone notices my tiny mini-aid."

"I'M CONFIDENT AGAIN"

"That's the thing," said Gwen's husband David, "it was terrible to see this very confident lady lose her self-assurance. She was actually becoming timid, which

is right out of character. But now she's back to her old self." "And it's better for David too," said Gwen, "no more does he suffer the TV blasting in his perfectly good ears! No more does he have to do a commentary for me when we're out with friends. And the fact that I can hear well again is good for everybody, not just me. I'm really puzzled that friends who are hard of hearing put up with it. It's selfish as well as silly. Go to Scrivens I tell them. They are nice, friendly people. They've been a real help to me."

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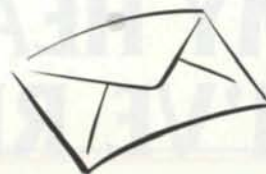
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Your LETTERS



Birkbeck Birthday

Readers might be interested to hear that the lifeboat *Edward Birkbeck*, shown above on Deganwy beach, is rapidly approaching her 100th birthday and still in regular use.

The hull is an improved Norfolk and Suffolk type rowing and sailing lifeboat built by Beeching brothers of Great Yarmouth for 14 rowers. She went into service at Winterton-on-sea, Suffolk on 2 November 1896 and was named after the then RNLI chairman. She launched 44 times, saving 94 lives before she was withdrawn from service on 5 January 1925 when the station was closed – her honours board is still on display in Winterton church.

After leaving service, she was converted into an auxiliary sloop, re-named *Minosa* and belonged for many years to Captain Sparrow of Cardiff and later to Mr J.E. Hamlin who kept her at Falmouth, followed by Paul Dunbar of Plymouth who restored her to her original name.

Recalling *St Paul*

I was amazed to read in the Summer issue of *The Lifeboat* that the oldest lifeboat in the National Collection, *St Paul*, was the old Kessingland lifeboat.

I lived in Kessingland with my grandparents in the upper village. How well I remember that last time in 1934, hearing the maroons firing overhead, and as a boy of ten years the headlong dash on my cycle to help launch the lifeboat over the long sand and shingle beach. I helped to push the boat, as the grown-ups dashed back and forth with the wooden skids from the back to the front to ensure an uninterrupted pace towards the sea.

She entered the water with the crew aboard, the big dark red sail was hoisted and away she sailed towards Lowestoft.

We were told that she was being decommissioned because the new motor lifeboat at Lowestoft would be able to cover her duties.

I never imagined I would ever hear or read anything again about the boat. Yet here she is still in existence – truly amazing!

If I go to Chatham, I must surely have a look at her.

H. G. Payne
Portland
Dorset

In the late 1980's she was bought by Gordon Brown and sailed up to North Wales, being rescued en-route by the *St Davids* lifeboat after engine failure in storm conditions and is now moored in the River Conwy. She recently had a new mast, staysail and jib and competes annually in the gaffers race in the Conwy regatta. The cabin woodwork needs regular attention but the hull is still as sound as a bell and is a tribute to her builders.

Peter Mowbray
Rhyl

Memories of Boulmer

I was very interested to read about the National Collection of lifeboats at Chatham in the Summer issue and it reminded me of an event I witnessed in 1954.

It was the launching of the new Boulmer (Northumberland) lifeboat and as a small boy of 11 years, I had great pleasure attending the event and taking some photographs which I enclose and may be of interest to some readers.

A.E. Wilkinson
Pontefract

Tractor facts?

May I through your letters page, make a request for information on RNLI Case LA petrol crawler lifeboat tractors.

My father and I are in the process of restoring tractor T50, the first mechanical lifeboat haulage sent to Newbiggin in 1949, which we brought back from Ireland.

We would be interested in any information including photographs, technical details, personal recollections or on station training regarding the T50 or similar. The tractor left Newbiggin in 1959 and went into service at New Quay, Dyfed for 5 years. During 1964 to 1969 she went into reserve, later going to Newcastle, Ireland in 1969 until 1977. Does anybody know if it went to other stations between 1964 to 1969?

Finally, I am also looking to buy a Kapok lifejacket (of the 1950's) and a copy of Irish lifeboats 1977 which contains a photo of the T50. Any help with my enquiries would be appreciated.

Richard Martin
The Moorings
3 Windsor Gardens
Newbiggin-by-the-Sea
Northumberland
NE64 6UN

Thank you readers

May I through your letters page, thank all the readers who have phoned me or written to me following my request for information on lifeboat model kits in the Autumn issue.

I have been inundated with descriptions, plans, photographs and general information. Thank you again.

David T. Craggs
Wakefield
West Yorks





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Brian Miles, Director

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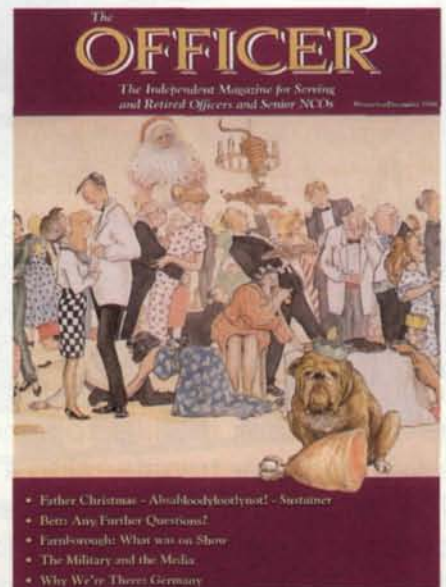
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Saved

by a motor lifeboat

While sifting through film archives at RNLI headquarters in Poole, *The Lifeboat's* editorial assistant, **Jon Jones** discovered an unknown and very rusty film canister...

The mysterious canister was handed to Sue Denny, custodian of the Institution's film and photographic archives, who later discovered after consulting with the National Film Archive in London that it contained a highly flammable nitrate film! Sue bravely took the film to London for a preview using a specialist hand wound viewer, and later transferral to a modern (and far safer!) format.

The following photographs were digitally 'grabbed' from the film which was thought to have been made in 1923 for the RNLI's centenary in 1924 – it features Whitby and Staithes lifeboats and tells the story of a rescue by a motor lifeboat...



1. Lifeboat



4. The pulling and sailing lifeboat...



5. ...launches!



6. The motor lifeboat



9. The motor lifeboat arrives first, firing the line-thrower.



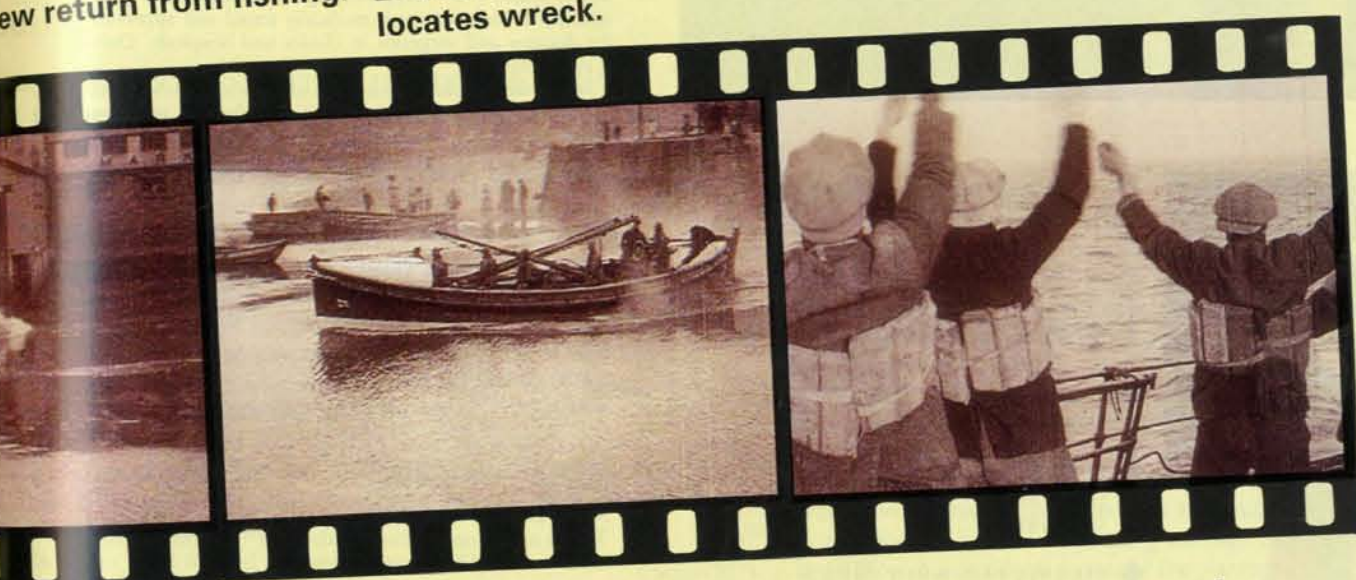
10. The casualties are recovered...



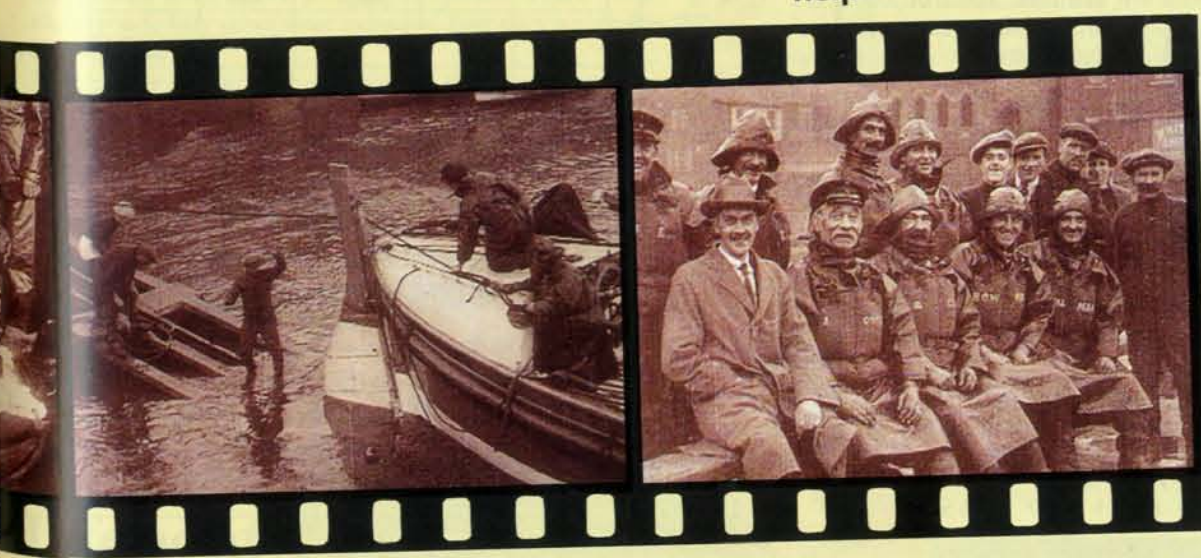
11. ...some are resuscitated



1. Crew return from fishing. 2. Coxswain receives an alert and locates wreck. 3. Maroon is fired to alert crew.



4. Lifeboat launches... 7. ...and heads for the wreck. 8. The stricken crew wave for help.



12. The lifeboat is recovered. 13. The heroes – another good job well done!

'Saved by a motor lifeboat' is now available for sale on video. For details on how to obtain a copy of this or other RNLI films, please see the advertisement in the back pages of this issue of *The Lifeboat*.



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

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High Seas

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



The Lizard – West Division

The Lizard is the Southernmost point of the British mainland, a bold promontory that juts out to form a gatepost to the English Channel.

The station's Tyne class lifeboat is housed in Kilcobben Bay – the boathouse with its 258ft slipway can be seen tucked away at the foot of the steep cliffs in the centre of the main photograph. Access to the boathouse, which can be seen among the choppy seas and perilous rocks in the picture below, is a decent from the clifftop winch house by lift or steps.

Main photo (left) Ref 661595

Detailed photo (below) Ref 661586



Douglas, Isle of Man – Ireland Division

Douglas, home of Sir William Hillary the founder of the RNLI, was one of the earliest places in the British Isles to be provided with a lifeboat. Hillary witnessed many shipwrecks there and established the lifeboat stations, himself helping to rescue over 300 people.

The station's Tyne class lifeboat is housed in Douglas Harbour. The boathouse and slipway are behind the Shell refinery on Battery pier which can be seen in the centre of the main photograph.

Main photo (left) Ref 652431

Detailed photo (below) Ref 652437



Situated in the medieval St. Donat's Castle, overlooking the treacherous coast between Penarth and Porthcawl, Atlantic College is a most unusual, but effective set-up – it is the only student-run RNLI station in the Britain. Rear Admiral Desmond Hoare, first headmaster of Atlantic College was responsible for the development of the rigid inflatable lifeboat and the Atlantic class was named after the college.

The station's Atlantic 21 is housed just inside the castle walls and launched from a carriage which is towed by tractor down the slipway. Since the photographs were taken, the boathouse (the building with the white roof in the centre of the photograph below), has been expanded to house the tractor and incorporate crew changing facilities.

Main photo (left) Ref 641731

Detailed photo (below) Ref 641733



Atlantic College – West Division



Aldeburgh's lifeboats are housed separately on the beach along the parallel Crag Path.

The 'A-frame' building to the right of picture below is the new 'Penza' boathouse which houses the Mersey class lifeboat – housed with its carriage in the left hand side. The launch tractor, visible in front, is housed in the right hand side of the building.

The inshore lifeboat station, the white building in the bottom left of the picture joins the tower-shaped building, North Lookout. The D class lifeboat can be seen in front, on the beach.

Main photo (left) Ref 638217

Detailed photo (below) Ref 639948



Aldeburgh– East Division

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

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

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

Spotter's guide to lifeboat classes



The distinctive colours of orange and blue flash past you as the lifeboat launches on another service – you recognise that she is an RNLI vessel, but what type?

The Lifeboat brings you the definitive guide to all operational RNLI lifeboat classes, starting in this issue with the all-weather lifeboats...

Launch types

We can all visualise the spectacular launch of the slipway lifeboat, as she crashes into to sea below, but different coastal conditions require different launching methods. Ideally, lifeboats can lay afloat at a mooring in a harbour or estuary but sometimes a lifeboat will need to be launched across a beach from a carriage or a down the slipway.

The Severn and Trent class lifeboats are the latest 'fast afloat' designs which have been developed to replace the Waveney and Arun lifeboats.



Length

14.26m (46ft 9in)

Beam

4.9m (16ft 1in)

Displacement

27.5 tonnes

Speed

25 knots

Range

250 n. miles

Crew

6

Construction

Fibre Reinforced Composite (FRC)

Trent

The **Trent** class lifeboat is designed to lie afloat either at deep water moorings or at a berth. The sheerline sweeps down for ease of survivor recovery and the hull is of a 'hard chine' design. Propellers are fully protected by substantial bilge keels, enabling her to take ground without damage.

The first production Trent went on station at Ramsgate, Kent in 1994 – the latest to go on station was at Fowey, Cornwall.

Length

17m (55ft 9in)

Beam

5.5m (18ft)

Displacement

37.5 tonnes

Speed

25 knots

Range

250 n. miles

Crew

6

Construction

FRC

**Severn**

The **Severn** is the largest of the fleet and as with the Trent she is designed to lie afloat. She carries a Y class inflatable which can be launched and recovered by a lightweight framework and winch so that rescue can take place closer to the shore. The Severn shares the same hull shape as the Trent class and also has bilge keels to protect the propellers should the lifeboat take ground. At first glance she looks very similar to the Arun class but generally 'chunkier' all round.

The first Severn went on station in Harwich, Essex in October 1996.

Length16-16.55m
(52ft-54ft 4in)**Beam**

17ft 9in (5.43m)

Displacement

25.25-32.25 tons

Speed

18 knots

Range

230 n. miles

Crew

6

ConstructionGlass Reinforced
Plastic (GRP),
wood or steel

Photo: Rick Tomlinson

Arun

The **Arun** class was the RNLI's first UK-designed 'fast' lifeboat. It is the Institution's most numerous all-weather lifeboat which was introduced in 1971. The Arun has a prominent wheelhouse and upper steering position, as with the Trent and Severn, and carries a Y boat on the wheelhouse roof.

The last Arun was built in 1990 – earlier members of the class will be being replaced by Trent and Severn class lifeboats.

Waveney

Photo: Rick Tomlinson



Length
13.62m (44ft 8in)
Beam
3.84m (12ft 7in)
Displacement
Approx 18.5 tons
Speed
15.5 knots
Range
190 n. miles
Crew
5
Construction
Steel

The **Waveney** was the first Fast Afloat Boat, introduced in 1967 with a speed of 15.5 knots. Until then the maximum speed of lifeboats was 8-9 knots. It was based on a US Coastguard design and features include a 'cut-out' in the sheerline from the wheelhouse aft, tall wheelhouse and separate cabin set well aft and noticeably rounded transom – propellers are not protected as with Trent and Severn classes.

The last of the Waveney lifeboats, which are named after the river at Lowestoft where the first RNLI version was constructed, was built in 1982.

Mersey



Length
11.77m (38ft 7in)
Beam
4m (13ft)
Displacement
Approx. 14 tons
Speed
16 knots
Range
140 n. miles
Crew
6
Construction
Aluminium or
FRC

The Mersey was the first 'fast' carriage slipway lifeboat, introduced in 1983. It was designed mainly to be launched from a carriage but can also lie afloat or be slipway launched when required. Features include a slightly 'boxy' wheelhouse set well aft and a sheerline flattened towards the bow. Propellers are fully protected by partial tunnels and substantial bilge keels.

The last Mersey was built in 1993.

Length

14.3m (47ft)

Beam

4.48m (14ft 8in)

DisplacementApprox 25.5 to
26.5 tons**Speed**

17.6 knots

Range

240 n. miles

Crew

6

Construction

Steel

**Tyne**

The **Tyne** was the first 'fast' slipway lifeboat and was introduced in 1982. It is the Institution's main slipway lifeboat, but a number lie afloat at moorings for specific operational reasons. At nearly 18 knots it doubled the speed of the earlier slipway boats. Features include low profile appearance of wheelhouse to fit boathouses and separate cabin aft of upper steering position. Shallow conventional sheerline and flared bow above waterline with propellers protected by substantial bilge keels.

The last Tyne class lifeboat was built in 1990.

Length

15.5m (50ft 11in)

Beam

4.62m (15ft 2in)

Displacement

27.5 and 29 tons

Speed

17.5 knots

Range

210 n. miles

Crew

6

Construction

Steel

**Thames**

Introduced in 1973, the **Thames** is the 'big brother' of the Waveney for stations with a special requirement for a larger afloat lifeboat. Two of this class were built and are still currently in the fleet, stationed at Islay and Dover – both to be replaced by Severns in 1997. Identifying features include a similar appearance to a Waveney, only larger with a less obvious cut-out in the sheerline, less rounded transom and a shorter looking wheelhouse.



The Fundraisers

In brief

BRANCHES in North Wales had a busy Summer – **Holyhead** ladies raised £1,200 from the sale souvenirs and Volvo draw tickets at the Anglesey show; **Llandudno** branch raised £1,150 from collection boxes and souvenirs at an Emergency services day; **Llangefni** ladies raised £1,000 from a plant sale and coffee morning; **Port Madoc** flag day and house to house collection realised £1,500; souvenir sales at the **Shrewsbury** flower show topped £1,000; **Connahs Quay** garden party raised £300 and **Abergele** barbecue raised £400.

A FOOTBALL match, a sponsored silence and a host of other ventures organised by **Amble and Warkworth** ladies lifeboat guild as part of their local lifeboat day, raised a total of £11,600.

SOME £1,240 pounds was raised in one and a half hours at a coffee party organised by **Beckenham** branch. The branch also raised a further £1,040 at a concert held in July.

REVITALISED **Rhosneigr** branch held a coffee and craft morning raising £1,477. The morning was held at the home of new committee members, Roger and Hilary Thorpe.

MIR AND MRS Schofield of Shenfield in Essex, requested that for their golden wedding anniversary, donations should be made to the RNLI in lieu of their presents – resulting in some £190 being collected.

RECENTLY reformed **Ware and District** branch had a family fun afternoon at Waterspace Farm on 30 June. Featuring various attractions, including lots of fun for children and the main theme of delicious strawberry teas, the day enjoyed dry weather and support from local businesses raising some £700.

SEA-LOVING villagers raised over £250 to launch a new branch in Cornwall. St Germans has always held an annual regatta in aid of the RNLI but 20 September saw the launch of the newly founded **St Germans and district** branch. The launch was a success with round-the-world yachtsman, Peter Goss as guest speaker joined by Derek Studdon, mechanic from Plymouth lifeboat station.

Well oiled!

Ray Burden and his wife Deanna recently presented an oil painting of Weymouth lifeboat, *Tony Vandervell*, to coxswain Bob Runyeard.

Ray painted the picture and donated it to the station to mark the 20th anniversary of *Tony Vandervell* on station at Weymouth – the painting is being raffled to raise funds for the lifeboat.

The raffle should run until Spring 1997 when the draw will be made at the Weymouth lifeboat annual ball. Tickets are 50p each and are available from: Val Houghton, 7 Mitchell Street, Weymouth, Dorset DT4 8BD.



Photo: Bill Macey

Winning stakes

How do you get 60 horses, jockeys, owners and trainers, followed by 300 punters, into the Haven Hotel in Dunmore East? The answer is – call the crew of Dunmore East lifeboat station.

Crew members set up a projector and screen and showed ten 16mm films of the 'races', and also provided 12 volunteer 'bookies' to relieve the happy punters of much needed funds for the lifeboat.

The event, held on 9 August and sponsored by Irish Shell and Waterford Glass, will be remembered for its thrills

and spills and by the hard working crew who raised more than £12,500 through sponsorship and 'on course betting' for the new lifeboat house appeal.

On the same day, the Waveney class lifeboat *St Patrick*, following 23 years of service, left harbour to a 21 gun salute with two past coxswains, John Walsh and Stephen Whittle on board.

The new Trent class lifeboat *Ronald and Elizabeth*, arrived on station on 11 September, opening a new chapter in Dunmore East's proud history of lifeboat service.



Don Moore and Bill James from Pontypridd branch (pictured left in RNLI jackets) went on a 'sponsored spirit sprint' to Jamesons whisky distillery in the Irish Republic – raising over £1,000 for the RNLI.

Setting off at 4am on 31 August 1996, and crossing to Rosslare courtesy of *Stena Lynx*, they reached the distillery in County Cork, where they were presented with a bottle of whisky, and returned to Pontypridd by 11pm.



Congratulations to Northenden branch for making the Institution's presence at the Manchester show a huge success. Supported by colleagues from Stretford and Timperley branches and friends from Stretford Sea Cadets, the combined effort raised some £1,000 for lifeboat coffers.

Incidentally, does anybody know who the crew member on the far left is – he stood by the *D* class all day and never moved an inch...

£ The Fundraisers £

Central fundraising update

BT Global Challenge Round The World Race – *Toshiba Wave Warrior* had an excellent start in the race, second on the run to Rio de Janeiro. Chris Gaskin from West Kirby was our leg crew member, and Angela Morris from Fishguard follows on the next leg to Wellington. The skipper of *Nuclear Electric*, Richard Tudor, is also a crew member from Pwllheli, and Elaine Adams from the Poole station is crewing on *Global Teamwork*. So plenty to look out for in the race, and please keep the sponsorship forms coming in to help buy the Atlantic we are planning to fund.

Tour de Tendring – A reception was held at Harwich on the 26th November to mark the fourth charity cycle ride in Tendring. Over one thousand riders took part in an event sponsored by the District Council, the Colchester Co-op and Kimberly Clark. Nearly 50,000 has been raised from the event in total.

RNLI International Golf Classic –

This issue carries an entry form for this event, which will be one of the largest one-day golf tournaments of 1997. On 9th April up to 1,500 golfers, in 350 teams of four, will depart by ferry from Portsmouth, courtesy of P&O, arriving at Le Havre the following morning. The golf classic will be played on 12 courses in Normandy, followed by a prize-giving ceremony. Prizes to the value of 25,000 are on offer, including Mizuno golf equipment and Waterford Crystal. The entry fee is £99 per person, and £100 per team will be donated to the RNLI. So enrol now and make this an epic event.

Home from The Sea – Many will have seen Jim Davidson and lifeboat crews from Caister and Cromer performing at the Royal Variety Show in November. Both CD and cassettes are now available through retail outlets.

Telecommunications offers – Deregulation of the telephone service has led to a great many new offers in

this area. A previous issue carried advertising for the 1602 Club, while this issue offers a product from World Telecommunications. Both offer cheaper calls, provided a prefix number is inserted before the main number, and both offer a return to the RNLI as well. Personal phone numbers are also advertised so that you can combine your home, mobile and car phone into one, easily-remembered number.

Affinity products – A wide range of services are now available – from credit cards to hospital and health care; from photographic to travel; many types of insurance – marine, motor, buildings, contents and pets. The Small Share scheme continues to bring in a welcome stream of donations, and Stamp Searchers have produced 15 commemorative and 10 First Day covers in their first year of operation. All offer a good product for the buyer and a return to us. So please give them a try if you are looking for any of these facilities.

Vladi good party!

Eighty RNLI supporters from the City of London enjoyed a vodka and caviar party aboard a Russian submarine moored by the Thames barrier at Woolwich. The party, held on 2 August 1996, was the first fundraising event organised by the newly formed London special events team, raising over £1,000.

Terry Eiss, who runs the submarine and is a long-standing supporter of the RNLI, generously donated the floating venue for the evening – welcome drinks were sponsored by Virgin Vodka. A reporter and crew from London's cable programme 'Live TV' were also present, giving the guests something else to tell their friends about.

The submarine has now moved to Bristol and Terry welcomes any supporters to the submarine in it's new surroundings – if he is holding a vodka and caviar party, it can be highly recommended!



Lifeboat supporters on the submarine gangplank

Great givers

A Cornish newspaper reported that St Agnes topped the charity list by being Cornwall's most generous village. Some £10,000 is raised every year for the RNLI which is more than £2 per head of their population.

Branch secretary, Ray Thomas said, 'This testifies both to the high regard in which the boat and crew are held in the village and to the fundraising efforts of guild, branch and crew members.'

This Summer's events included a barbecue fete, raising £750 and a lifeboat day that raised over £2000.

Booty in the bottle

Ian King, publican of the Railway Inn in Billingshurst, organised a quiz evening on 27 August 1996 to coincide with the emptying of a giant whisky bottle full of collected cash.

After a jolly evening with food provided by Ian and his wife Stella, it came to counting up time – Ian's son, Martin produced a basket full of coins that he had been collecting since the last RNLI evening, the total of which came to £126.

The whisky bottle yielded another £146, which together with the proceeds of the quiz, a mini auction of Tee-shirts and a raffle brought the total to some £306.

Literary lions roar in

Celebrating its 70th anniversary, Great Yarmouth and Gorleston ladies lifeboat guild hosted a lifeboat literary luncheon on 26 April in the banqueting room at Potter Leisure Chalet Hotel in Hopton on Sea with 240 guests in attendance.

Three 'literary lions' honoured the event under the chairmanship of Commandant Vonla McBride CB, a vice-president of the Institution – Martin Bell OBE world-wide reporter, diplomat and recent BBC correspondent in war-torn Bosnia; Anthony Grey OBE a former reporter with the Eastern Daily Press, a presenter on both Anglia and London Television and Reuters correspondent in the dark years of the Maoist regime in China where he was held in solitary arrest in Peking for two years; and Edward Storey who brought the space and breath of the Norfolk Fens and its unique character and beauty with a kind of enchantment and understated humour.

The event was initiated and organised by Mrs Thelma Dowding MBE the branch president but eventually every member of the committee became involved in its success. Jarrolds organised a large selection of the speakers' books that they all happily signed after the luncheon.

First event

Although Bexhill-on-Sea has had committees for many years, it was not until last Summer that a membership scheme was launched.

The branch raised £1,020 at its first fundraising event at the town's festival of motoring where volunteers sold souvenirs and Volvo draw tickets.

£ The Fundraisers £

Shield of thanks



Gerry and Ingrid Stillman were presented with the Sue Curror memorial shield by Locks Heath and district branch recently, in recognition of all the hard work that they have done for the Institution over the years.

Gerry and Ingrid have sold Christmas cards on behalf of the local branch for some ten years from their chandlery in Warsash, 'Sea fever' – raising an estimated £8,000.

Can you help?

Since its formation, Denmead and Hambledon branch has raised over £50,000 for the Institution and has staged a wide variety of local events.

The branch, currently celebrating its 20th anniversary, is seeking to increase the number of supporters – at present, the need is greatest in Soberton, Newtown, Southwick and Droxford areas.

Anyone wishing to help should contact branch secretary, Miss Peggy Smith on (01705) 252909 – you will be made most welcome.

Divers out of their depth...



What is the first fundraising idea that comes to you if you're an avid diver – a 53 mile walk from Snowdonia to Aberdovey lifeboat station?

Starting from a point just North of Dolgellau, this is exactly what members of the Second City Diving Club completed in just two and a half days during the 1996 August Bank holiday – raising cash for the RNLI.

The group, including RNLI area organiser James Bradbury, set off into the heart of Snowdonia, and continued South up to the summit of Cader Idis – finding out what their muscles were for and successfully finishing at Aberdovey station on the third day.

Jem Gotch, treasurer of the club presented a cheque for £1100 to James Bradbury at the Dive '96 show on 12 October 1996.

'Fifty-three miles over two and a half days couldn't be that difficult – then we saw the OS map! Why are all these brown lines so close together?' – Jem Gotch and members of Second City Diving Club well above sea level.



Pile of pennies

Jeff and Tina Kelly, proprietors of The Albert in Llandudno invited customers to donate to their lifeboat penny pile. The pile, which was demolished in July by Llandudno lifeboat crew members, raised £325 for lifeboat funds and together with other events, almost £1000 was handed over to the local RNLI branch by the pub.



Starting them young!

Eleven month old Adam Sheahan pictured left, has to be one of the RNLI's youngest fundraisers. He spent a day with his grandma, May Perkins, when she went out collecting on behalf of Hertford fundraising branch. The minor money minder insisted on clutching the collection box during the whole round – he even had a tight grip on it after he had fallen asleep!

Daniel Wilson, right, grandson of Filey branch chairman, thoroughly enjoyed joining Filey lifeboat crew – if only for five minutes! The branch invited the public to dress up in lifeboat gear for photographs which were then sold in aid of the RNLI.



£ The Fundraisers £

Eddy and Sid present the quids



Funnymen Little and Large presented a cheque for £1,100 to Blackpool lifeboat crew 24 August 1996. The money was raised from an angling competition organised by Blackpool Boat Anglers at their festival on the 17 and 18 of August.

Blackpool lifeboat guild kept busy during the festival and the following weekend with fundraising activities including a souvenir stall, bouncy lifeboat, demonstration boat and balloon race. On Sunday 25 August, the guild also had a lifeboat push on the Promenade raising some £400.

Home roadshow

Hugh Scully, presenter of television's Antiques Roadshow, and wife Barbara helped organise an antiques valuation and garden fete at their home together with Falmouth fundraisers on 26 August.

Hugh arranged for experts from BBC television and radio to attend – namely John Bly, Michael Newman, Christopher Spencer and Graham Bazley.

The event started around 10.30am and included various stalls and marquees, a licensed bar, refreshments, a barbecue, a helicopter fly-past by RNAS Culdrose, music from the Constantine Silver Band and the antique experts who worked right through the day.

The 2,500 visitors helped realise £10,000, which was shared equally between RNLI Falmouth branch and the Young People of the Village of Mawnan, at the request of Hugh and Barbara – sales of RNLI souvenirs and Volvo draw tickets raised a further £1,400.

Not all submissions received for the Winter 96/97 issue are featured and may appear in a future issue.

Twenties 'fashionation'



Glenbeigh models with David Savage of Astec Communications following the RNLI House of Elliot fashion show.

The Burgh Island Hotel, Bigbury Bay, Devon was the setting for a 1920's fashion show and tea dance in aid of the RNLI. Television presenter, Jill Dando was guest of honour and arrived by helicopter on the island. Other guests were transported to the island, which is cut off by tide twice a day, by the world's only giant sea tractor.

The hotel's art deco ballroom and Palm Court, with its Peacock Dome was the setting for the afternoon which featured fashions from the TV series, House of Elliot. David Fitzgerald of Westcountry Television was master of ceremonies for the occasion.

The show was presented by models from the Glenbeigh model agency and was followed by a tea dance when guests were serenaded with 1920's music provided by band, Pennies from Devon whilst eating Devonshire cream tea. For the more adventurous, Astec Communications laid on helicopter trips around the island sanctuary.

Following traditions set by Noel Coward, Agatha Christie and the like, guests were served cocktails on the terrace before leaving the island.

Mrs Jean Rogers of Glenbeigh model agency presented cheques totalling over £2,000 to Mary Jenner, RNLI area organiser for South West region.



Run for his money

Clive Morris, Port Talbot crew member pictured wearing an RNLI tee-shirt, ran from the RNLI regional office in Cardiff to the lifeboat station at Port Talbot raising £1,250. He was waved off by office staff Vicky, Linda and Sue (pictured left to right) – the other male pictured is Jim Foulke who accompanied Clive on his bike.

Floating ducks!

When it came to thinking of a theme for their carnival float last Summer, the ladies of Fishguard and Goodwick lifeboat guild, went quackers and used the name of a past fundraising activity, 'duck race'. The ladies, pictured right with the beaks, had a very successful 1995 raising some £14,000.



PEOPLE AND PLACES

around and about the RNLI

Overseas greetings



RNLI Deputy Director, Ray Kipling, recently received a letter and some photographs from Fernando Andrade, secretary of the Uruguayan lifeboat service ADES. The picture above shows the Montevideo station lifeboat *ADES 14*, formerly RNLI Solent class lifeboat *City of Birmingham*, going to the aid of a sinking vessel.

The ADES, founded in 1955, has a small number of part time paid staff and receives some money from the government. The volunteer crews currently operate three ex-RNLI lifeboats from three stations around the coast.

Anthony's last lot



Anthony is presented with a memento of his 14 years as RNLI lottery promoter by Ian Ventham, head of fundraising and marketing – a mini lottery drum and plaque!

Anthony Oliver, RNLI deputy head of fundraising and marketing, gathered staff representing all departments of the Institution's headquarters to draw his final lottery before he retired at the end of 1996.

Anthony, promoter of the lottery for the past 14 years, has worked for the Institution as a staff member since 1966 and has been a supporter since 1959.

The 75th lifeboat lottery raised over £96,000 – the cash prize winners were: **£2,000** Dr C. A. Higgins, Buxton, Derbyshire **£1,000** Mrs M. Ferrier, Bognor Regis, West Sussex **£750** Mrs M. Gibbs, Exeter,

Devon; Mrs V. Fraser, Erdington, Birmingham **£500** Mr D. L. Ratcliffe, Braintree, Essex **£250** Mr R. J. Gibbs, Bilston, West Midlands **£100** Mrs C. J. Burt, Bridport, Dorset; Mrs M. A. D. J. Harry, Penzance, Cornwall; Mrs V. Duligal, Stafford; Mr P. Kirkaldy, Bradford, West Yorkshire; Mr I. Perry ARPS ABIPP, Maylandsea, Essex **£50** Mrs C. Moss, Marcham, Oxon; Mrs R. Gilfillan, Paisley, Renfrewshire; Mr I. Werry-Easterbrook, Plymouth, Devon; Mr C. J. Rafe, Brough, East Yorkshire; Mr E. Thewlis, Bishopton, Renfrewshire.

Obituaries

With deep regret we record the following deaths:

September 1996

Mrs Pat Roche, treasurer of the Whitburn guild from 1986 until her death.

Tony Purnell, Woodbridge and District branch press officer from 1984 to 1995. Tony was a committee member of Maldon branch from 1958 to 1967 and station administration officer of West Mersea station branch from 1967 to 1984. He was awarded the silver badge in 1990.

Mrs Jill Pratt, former chairman of the Penwortham branch from 1974 to 1994. Mrs Pratt joined the Committee in 1965 and was presented with the silver badge in 1985.

Mrs Mavis Spears, Islay station honorary secretary from 1992 until her death. Mrs Spears was honorary secretary of Isle of Islay ladies lifeboat guild from 1971 and was appointed station honorary secretary following her husband's

retirement. Mrs Spears received a silver badge in 1991 and a statuette in 1982.

Mrs Nan McLees, president of Motherwell guild from 1957, and thereafter honorary president of Glasgow (South) committee. Mrs McLees received a gold badge in 1987 and a silver badge in 1968.

October 1996

Mrs Doris Maddrell, President of Port Erin ladies lifeboat guild. Mrs Maddrell was founder member of the guild and held the offices of chairman and vice chairman between 1964 and 1992, becoming president in 1992. She was awarded the silver badge in 1969 and the gold badge in 1996.

Monty Hand, member of Bognor Regis branch for over 33 years. Monty carried out various duties within the branch committee, including flag week and flag day organiser, sponsored walk co-ordinator and souvenir secretary. He received the silver badge in 1978 and the gold badge in 1983.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Achill Island – Waveney class 44-009 (ON 1027)

Helen Turnbull on 28 August 1996

Harwich – Severn class 17-03 (ON 1202) *Albert Brown* on 2 October 1996

Fowey – Trent class 14-18 (ON1222) *Maurice and Joyce Hardy* on 10 October 1996

INSHORE
Holyhead – D507 *Spirit of Bedworth and Nuneaton* on

21 August 1996

Torbay – D504 *Spirit of RPC* on 26 September 1996

Burnham-on-Crouch – B700 *Susan Peacock* on 1 October 1996

Llandudno – D508 *John Saunderson* on 2 October 1996

Lytham St Annes – D509 *John Kennedy* on 3 October 1996

Kilrush – B729 *Rose West* on 9 October 1996

Wells – D512 *Jane and Ann* on 13 November 1996

PEOPLE AND PLACES

around and about the RNLI

Pulling a fast one?

There is no truth whatsoever in the rumour that the RNLI trials team are looking for an alternative means of lifeboat propulsion and asked the Director to achieve 25 knots under oar!

Brian Miles, right, is actually sampling life as a pulling and sailing lifeboatman in the Norfolk and Suffolk type lifeboat, *James Leath* at the National Collection of lifeboats at Chatham's historic dockyard.



MP cuts the ribbon



Menzies Campbell cuts the ribbon, watched by (from left to right) Maren Fitzgerald, RNLI Scottish office; Reverend Fyfe Blair; Brian Minto, chairman of Anstruther branch; Archie MacKenzie, convener of the Scottish lifeboat council; and Mrs Henry Douglas-Home, vice convener.

North East Fife MP Menzies Campbell officially opened an extension to Anstruther lifeboat station in September 1996. The new two storey development which includes crew changing facilities, operations and committee rooms and a downstairs souvenir giftshop, was funded by a legacy of £68,000 from the estate of Dorothy Young of Crail, along with other donations.

Goodbye and good luck Dave!

Retiring Port Talbot station honorary secretary, Dave Aubrey (pictured left) hands the reins over to his successor Robert Harris. Dave has served the Institution for over 30 years, 24 of them as station honorary secretary. New man Robert is no stranger to maritime rescue services having been a lifeboat crew member since 1983 and also an auxiliary in charge of the local Coastguard rescue team.

Dave would like to thank all staff and his many friends in the service for their help and support over the years.

West country celebrations

RNLI West Country Marketing Group, co-ordinator and distributor of the Royal Marine band recordings, has two reasons to celebrate at the moment – despatching the 4,500th tape to a customer and recently becoming an official division of the RNLI sales company.

The volunteer group was formed some three years ago, commissioning the first ever RNLI march 'The lifeboatmen' which was recorded by the Royal Marines Plymouth under the title of 'Marches of the sea'. The following success resulted in two further recordings, 'For those in peril on the sea' and 'The big band sound', the sales from which have raised some £20,000 for Institution funds.

The warm relationship formed between the Royal Marines band and the RNLI has also allowed three other recordings to be made available to the Institution, including 'Ashokan Farewell' currently one of the most requested works by Classic FM listeners.

Details of the availability of the recordings are given in the advertisement in this issue of **The Lifeboat**.

Double thanks



Two RNLI voluntary workers were recently presented with awards to mark their work on behalf of Stornoway lifeboat station.

Station administration officer, Jacques Mesleard, was presented with a statuette and honorary medical adviser, Dr. Nigel Berisford, was presented with a silver badge.

With the Stornoway lifeboat Sir Max Aitken II in the background, the photograph shows from left to right Captain Angus Macleod, station honorary secretary; Margaret Guild, lifeboat guild; David Richardson, organising secretary Scotland; Dr Nigel Berisford; Jacques Mesleard; Ellen Macdonald, lifeboat guild; and Calum Macdonald, Stornoway lifeboat coxswain.

Lifeboat Services

June and July 1996



Aberdeen, Grampian
54ft Arun 1050: Jun 7, 24, 28 and Jul 21

Aberdovey, Gwynedd
Relief Atlantic 21: June 8, 15 and Jul 29

Abersoch, Gwynedd
Atlantic 21: Jun 22, 29, Jul 4, 13, 14, 27 and 31

Aberystwyth, Cardiganshire
Atlantic 75: Jun 15
Relief Atlantic 75: Jul 14, 16 and 20

Achill Island, Mayo
44ft Waveney 1027: Jul 10
Aith, Shetland
52ft Arun 1100: Jun 8 and 11

Aldeburgh, Suffolk
12m Mersey 1193: Jun 16, 18, Jul 4 and 29
D class: Jun 21, 26, Jul 21 and 22

Alderney, Channel Islands
Relief 44ft Waveney 1002: Jun 2, 6 (twice), 7 and 12
14m Trent 1199: Jul 7

Amble, Northumberland
44ft Waveney 1004: Jul 2
D class: Jun 27, Jul 1 and 31 (twice)

Angle, Pembrokeshire
47ft Tyne 1114: Jun 9, Jul 14 and 26
Relief D class: Jun 16, Jul 29 and 31

Anstruther, Fife
12m Mersey 1174: Jul 24

Appledore, North Devon
Relief 47ft Tyne 1142: Jun 1, 5, 23 and Jul 6
Atlantic 21: Jun 18, 23 (twice), 29, Jul 6, 15, 29 and 30

Aran Islands, Co Galway
52ft Arun 1118: Jun 1, 6, 10, 14, 15, 25, 28, Jul 7 (twice), 14, 15 (twice) and 30 (twice)

Arbroath, Tayside
Relief 12m Mersey 1124: Jun 12
12m Mersey 1194: Jun 20,

Jul 17 and 24
Relief D class: Jun 12 and Jul 17

Arran (Lamlash), Strathclyde
C class: Jun 9

Arranmore, Co Donegal
47ft Tyne 1111: Jun 3, 24 and Jul 2

Atlantic College, Vale of Glamorgan
Relief Atlantic 21: Jun 2, 12 and 16
Atlantic 21: Jul 26

Ballycotton, Co Cork
52ft Arun 1067: Jun 3 (three times), 19 and Jul 1
Relief 52ft Arun 1086: Jul 14, 16 and 23

Ballyglass, Co Mayo
52ft Arun 1159: Jul 18

Baltimore, Co Cork
47ft Tyne 1137: Jun 2, 3, 4, 17 and Jul 31

Bangor, Co Down
Atlantic 21: Jun 20, 22, 23 (twice), Jul 6, 7 (three times), 12 (twice), 21, 25 and 28

Barmouth, Gwynedd
Relief 12m Mersey 1192: Jun 6, 27, Jul 9, 13 and 17
D class: Jun 2
Relief D class: Jun 6, 12, Jul 4, 6, 13, 15, 17, 20, 21, 23 and 31

Barra Island, Western Isles
52ft Arun 1143: Jun 4, 20, 30, Jul 1 and 7

Barrow, Cumbria
47ft Tyne 1117: Jul 7 (three times)
Relief D class: Jun 6 and Jul 15

Barry Dock, Vale of Glamorgan
52ft Arun 1018: Jun 1, Jul 2 (twice), 17, 20 and 26

Baumaris, Anglesey
Relief Atlantic 21: Jun 1 (three times), 2 (three times), 3, 5, and 11 (twice)
Atlantic 21: Jun 15 (twice),

18, Jul 2 (twice), 6, 9, 19, 24 (twice), 26 and 27

Bembridge, Isle of Wight
47ft Tyne 1126: Jun 20, 29 (twice), Jul 15 and 31
Relief D class: Jun 1 and 14
D class: Jun 30, Jul 13, 15, 16, 17 and 29

Blackpool, Lancashire
Atlantic 75: Jun 5, 6 and Jul 7
D class: Jun 6, 12, 13, 16, Jul 5 (twice), 6 (twice), 7, and 26 (twice)
Relief D class: Jun 6 (twice), 12, 13 and 16

Blyth, Northumberland
14m Trent 1204: Jun 16, Jul 13 and 21
Relief 44ft Waveney 1006: Jul 31
D class: Jul 13 and 31

Borth, Cardiganshire
Relief D class: Jun 16, 18 and 25

Bridlington, Humberside
12m Mersey 1169: Jun 13, 19 and Jul 31
D class: Jun 1 (twice), 9 (twice), 19, 22, 23, Jul 4, 6, 11, 13 and 26

Brighton, East Sussex
Atlantic 21: Jun 25, 26, 28, 29, Jul 4, 13, 14, 17, 20, 21 (twice), 26 and 28

Broughty Ferry (Dundee), Tayside
52ft Arun 1056: Jun 1 (four times), 23, 29 (twice) and Jul 25
D class: Jun 1 (four times), 16, 20, 23 (twice), 25, 29 (twice), Jul 4, 7 and 25

Buckie, Grampian
52ft Arun 1093: Jun 8, 18, 22, Jul 15 and 19

Bude, Cornwall
D class: Jun 4 (four times), 5 (twice), 9, 27 and Jul 4

Burnham-on-Crouch, Essex
D class: Jun 16, Jul 15 and

27

Burry Port, Carmarthenshire
Relief D class: Jun 2, 15, 16 (four times) and 24
D class: Jul 10, 19, 21 and 22

Calshot, Hampshire
Relief 33ft Brede 1090: Jun 28 (twice), 29, Jul 4 (three times) and 23

Campbeltown, Strathclyde
52ft Arun 1059: Jun 9, Jul 9, 14 (twice), 28 and 29
Relief 52ft Arun 1062: Jun 15, 17
Relief D class: Jun 17 and Jul 9

Cardigan, Cardiganshire
Relief C class: Jun 27
C class: Jul 30

Cleethorpes, Humberside
D class: Jun 1
Relief D class: Jun 4, 5, 16, 19, 23, 25, 30, Jul 9, 14, 17, 26 and 31

Clifden, Co Galway
C class: Jun 24

Clogher Head, Co Louth
12m Mersey 1190: Jun 3

Conwy, Conwy
D class: Jun 8
Relief D class: Jul 21

Courtmacsherry Harbour, Co Cork
14m Trent 1205: Jun 22, 25 and 27

Criccieth, Gwynedd
Atlantic 75: Jun 2, 16, Jul 7, 21, 24, 29 and 30

Cromer, Norfolk
47ft Tyne 1097: Jul 21 and 24
D class: Jun 9

Cullercoats, Tyne and Wear
Atlantic 21: Jun 1, 30, Jul 11, 15 and 18

Donaghadee, Co Down
52ft Arun 1107: Jun 1, 2, 28, Jul 3, 7, 12 and 13

Douglas, Isle of Man
47ft Tyne 1147: Jun 7, 14, 28 (twice), Jul 21, 27 and 30

Dover, Kent
50ft Thames 1031: Jun 4, 9, 11, 16, 24, 28, 29, Jul 2, 9, 22, 25, 27 and 28

Dunbar, Lothian
14m Trent: Jun 15 and 17
D class: Jun 30 and Jul 22
Relief D class: Jul 26

Dun Laoghaire, Dublin
Relief 14m Trent 1213: Jun 2, 8, 23, 28, Jul 6, 8, 13 and 14
D class: Jun 16 (twice), 22 and 30

Dungeness, Kent
12m Mersey 1186: Jun 2 and Jul 13

Dunmore East, Co Waterford
Relief 44ft Waveney 1003: Jun 3 and 4



Boat bug

This photograph shows Silloth's Atlantic 21, at speed in the Solway Firth and apparently about to be attacked by a U.F.I. (Unidentified Flying Insect!). Unbeknown to photographer, Jimmy Graham, the tiny insect had landed on his camera lens as he was taking the long range photo.

Relief 44ft Waveney 1065: Jun 28
Eastbourne, East Sussex
12m Mersey 1195: Jun 9, 11, 16, 18, 21, 25, Jul 8, 13 (twice), 21, 23 (twice), 25 and 28
D class: Jun 2, 5, 6, 16 (twice), 17, 22, Jul 6, 13, 15, 18, 21, 25 and 28
Exmouth, South Devon
44ft Waveney 1045: Jun 29
14m Trent 1210: Jul 16 and 24
D class: Jun 9, 28, 29, Jul 1, 10, 13, 16 and 30 (twice)
Falmouth, Cornwall
52ft Arun 1058: Jun 2, 3, 9, 15, 28, Jul 7 (twice), 13, 19 and 22
Atlantic 21: Jun 4, 22, Jul 1, 7, 22 (three times) and 30
Fenit, Co Kerry
52ft Arun 1081: Jun 9
Fethard, Co Wexford
D class: Jul 13, 21 and 27
Filey, North Yorkshire
12m Mersey 1170: Jun 2, 3, 9, Jul 7, 18 and 26
D class: Jun 1, 6, 10, Jul 8, 18 and 22
Fishguard, Pembrokeshire
Relief 52ft Arun 1150: Jul 2, 19, 26 and 30
Relief D class: Jun 1, 21 and Jul 3
D class: Jul 30 and 31
Flamborough, Humberside
Atlantic 75: Jun 1, 2, 9 (twice), 16 (twice), 22, 29, Jul 10, 21 (four times), 28
Fleetwood, Lancashire
47ft Tyne 1156: Jun 5, 21, Jul 7 (twice), 14 and 15
D class: Jun 7, 12, Jul 6, 7, 14, 16, 21 (twice) and 25
Fowey, Cornwall
44ft Waveney 1028: Jun 30, Jul 11 and 30
Fraserburgh, Grampian
47ft Tyne 1109: Jun 28, Jul 13 and 14
Galway, Co Galway
Relief Atlantic 21: Jun 2, 7, 16, 21, 29 (twice), Jul 19 and 30
Girvan, Strathclyde
12m Mersey 1196: Jun 30, Jul 2 and 17
Great Yarmouth and Gorleston, Norfolk
Relief 44ft Waveney 1002: Jul 14
Atlantic 21: Jun 1, 14, Jul 14, 21, 22 (twice), 24 (twice) and 26
Happisburgh, Norfolk
D class: Jul 7
Hartlepool, Cleveland
44ft Waveney 1044: Jun 9, 15, 22, 28 and Jul 12 (twice)
Atlantic 21: Jun 5, 9, 16, 22, Jul 11, 12, 16, 21 (twice) and 28
Harwich, Essex
44ft Waveney 1060: Jun 8, 10, 15, 29, Jul 2 and 28
Relief Atlantic 21: Jun 6, 15, 25, 29 (three times), 30, Jul 1, 2, 3, 7, 13, 15, 18 (twice), 20 and 23

Hastings, East Sussex
12m Mersey 1125: Jul 17
D class: Jun 11, Jul 6, 21, 22, 23, 26 and 28
Hayling Island, Hampshire
Atlantic 75: Jun 1 (twice), 2, 3 (twice), 5 (three times), 6, 8, 11, 12, 16, 19, 27 (twice), 29 (three times), Jul 8 (twice), 10, 11, 13 (four times), 16, 17, 21, 28 and 31
D class: Jun 1 (four times), 3, 11, 16, Jul 11, 13, 15, 17, 18, 23, 28 and 30 (twice)
Helensburgh, Strathclyde
Atlantic 21: Jun 6, 12, 28, Jul 9, 19 and 24
Holyhead, Anglesey
47ft Tyne 1095: Jun 18, Jul 12, 27, 28 and 29
D class: Jul 12 and 29
Horton and Port Eynon, Swansea
Relief D class: Jun 9 (twice), 17, 24 and 28
Hoylake, Merseyside
12m Mersey 1163: Jun 16
Humber, Humberside
Relief 52ft Arun 1108: Jun 1, 5, 8, 11, 13, 16 (twice), 25, 30, Jul 15, 16 (twice) and 24 (three times)
Hunstanton, Norfolk
Atlantic 21: Jun 15 (twice), 17 and 29
Relief Atlantic 21: Jul 4, 21, 28 and 31
Ifracombe, North Devon
12m Mersey 1165: Jun 7, Jul 6 and 12
D class: Jun 9, 12, 16, 21, 27, Jul 1, 6, 17 and 29
Invergordon, Highland
14m Trent 1206: Jun 15, Jul 11 and 12
Islay, Strathclyde
50ft Thames 1032: Jun 8, Jul 9 (twice) and 30
Kilkeel, Co. Down
Atlantic 21: Jun 22, Jul 5 and 15
Kilmore Quay, Co Wexford
Relief 12m Mersey 1184: Jun 14, 22, 30, Jul 5 and 9
Kilrush, Co Clare
Atlantic 21: Jun 3
Kinghorn, Fife
Atlantic 75: Jun 7, 9 (twice), 13, 23, 26, 28, 30, Jul 7, 11, 13 and 14 (twice)
Relief Atlantic 75: Jul 21 (three times), 23 (twice) and 31 (three times)
Kirkcudbright, Dumfries and Galloway
Atlantic 21: Jun 2, 18 and Jul 17
Kirkwall, Orkney
52ft Arun 1135: Jun 8, 9 and Jul 29
Kyle of Lochalsh, Highland
Atlantic 21: Jul 1 (twice), 16 and 31
Largs, Strathclyde
Atlantic 21: Jun 8, 11, 13, 14, 15, 24, Jul 14, 15, 18, 21 and 24 (three times)
Larne, Co Antrim
Relief 44ft Waveney 1079: Jun 7, 9 (twice)
Relief D class: Jun 7

D class: Jun 16 and Jul 12
Lerwick, Shetland
Relief 52ft Arun 1103: Jun 28 (twice)
52ft Arun 1057: Jul 10 and 27
Little & Broad Haven, Pembrokeshire
D class: Jul 15 and 22
Relief D class: Jul 26 and 29
Littlehampton, West Sussex
Atlantic 21: Jun 4, 5, 7, 10, 13, 15, 16, 20, 22, 27, 29, 30, Jul 5, 11, 15 (twice) and 20 (twice)
Relief Atlantic 21: Jul 21, 23 (twice), 24 (twice) and 28
The Lizard, Cornwall
47ft Tyne 1145: Jul 1, 14, 21 (twice), 22 (twice), and 25
Llandudno (Orme's Head), Conwy
12m Mersey 1164: Jun 25 and Jul 20 (twice)
D class: Jun 9, 12, 13, 18, 24, 29, Jul 19, 20, 22 and 25
Lochinver, Highland
52 ft Arun 1144: Jun 6 and Jul 1
Looe, Cornwall
D class: Jun 15 and Jul 29
Lowestoft, Suffolk
Relief 47ft Tyne 1075: Jun 13, 16, 21, 23, 26 and Jul 3
47ft Tyne 1132: Jul 7, 24, 26 and 28
Lyme Regis, Dorset
Atlantic 21: Jun 15, 24, 26, 28, 29, Jul 9, 27, 28 (twice) and 30 (twice)
Lymington, Hampshire
Atlantic 21: Jun 1, 22 (twice), 23, 29, 30 (twice), Jul 11, 15, 20, 26 and 29
Lytham St Annes, Lancashire
47ft Tyne 1155: Jun 11
D class: Jun 1, 2 (twice), 11 (twice), 15, 27, 30, Jul 2 and 20
Mablethorpe, Lincolnshire
D class: Jun 9 (three times), 17, 30, Jul 1, 2, 13, 14 (twice), 20 (twice), 22, 25, 26 and 30 (five times)
Macduff, Grampian
Atlantic 21: Jul 13, 18 (twice) and 19
Mallaig, Highland
52ft Arun 1078: Jun 8, 12, 20 and Jul 3
Relief 52ft Arun 1077: Jul 19
Marazion, Cornwall
D class: Jun 14 and Jul 22
Margate, Kent
12m Mersey 1177: Jun 1, 2, 29, 30, Jul 24, 25, 28 and 30
Relief D class: Jun 1, 2, 4, 7 (twice), 9, 10, 11, 25, 29, Jul 11, 14, 23 (twice) and 28 (twice)
Minehead, Somerset
Atlantic 75: Jun 6, 7, 8, 10, 14, Jul 1 and 20
D class: Jun 6, Jul 7 and 23
Moelfre, Anglesey
Relief 47ft Tyne 1122: Jun 3, 15, 17
47ft Tyne 1116: Jul 21
D class: Jun 17, Jul 6, 14, 17 and 19

Montrose, Tayside
D class: Jun 18
Morecambe, Lancashire
D class: Jul 21 and 31
Mudeford, Dorset
Atlantic 21: Jun 7, 22, 27, 29, Jul 4 (twice), 5, 7, 13 (twice), 14, 15 (twice), 19, 20, 21, 28 (twice), 29, 30 and 31
The Mumbles, Swansea
47ft Tyne 1096: Jun 2
Relief 47ft Tyne 1146: Jun 14, 17 (twice), 18, 25, 28, Jul 21, 22 and 27
D class: Jun 8, 9, 16, Jul 6, 8, 11 (twice), 15 and 20
Newbiggin, Northumberland
Atlantic 21: Jun 7, Jul 9, 13, 21, 28 and 31
New Brighton, Merseyside
Atlantic 75: Jun 3, 23 (twice), 24, 27, Jul 5, 7, 9, 14, 17 and 29
Relief Atlantic 75: Jun 4, 12, 14, 16 and 19
Newcastle, Co Down
12m Mersey 1188: Jun 3, 8, 28, Jul 4, 19 and 20
D class: Jun 29 (twice), Jul 10 and 20
Newhaven, East Sussex
52ft Arun 1106: Jun 7, Jul 14, 18, 19, 27, 28 and 29
Newquay, Cornwall
Atlantic 75: Jul 4, 7 (twice), 11, 16, 22, 25 and 30
D class: Jun 2, 23, 28, Jul 1, 4, 22, 27, 30 and 31
New Quay, Cardiganshire
12m Mersey 1172: Jun 12 and Jul 28
D class: Jun 12
Relief D class: Jul 28
North Berwick, Lothian
Relief D class: Jun 19, Jul 21 and 24
North Kessock, Highland
D class: Jun 3, 30 and Jul 16
North Sunderland, Northumberland
12m Mersey 1173: Jun 12, Jul 7 and 27
D class: Jun 12, Jul 6, 27, 28 and 31 (twice)
Oban, Strathclyde
33ft Brede 1102: Jun 1, 5, 8, 10 (twice), 14, 15 (twice), 17, 19, 22 (twice), 24, Jul 21, 23 (twice), 27, 28 and 31
Relief 33ft Brede 1101: Jun 29, Jul 7, 9 (twice), 11 and 14
Padstow, Cornwall
47ft Tyne 1094: Jun 6, 19, Jul 27, 28, 29 and 30
Penarth, Vale of Glamorgan
Atlantic 75: Jun 9 (twice), 18, 27 and Jul 26
Relief D class: Jun 1, 15 (twice), 16, 29, Jul 11, 17, 22, 29 and 31
Penlee, Cornwall
52ft Arun 1085: Jun 7, 11, 20 and Jul 13
Peterhead, Grampian
47ft Tyne 1127: Jun 2, 28, Jul 3, 7, 14 and 28
Plymouth, South Devon
52ft Arun 1136: Jun 1 (twice), 5, 15, 19, 23, 29 and 30
Poole, Dorset

Lifeboat Services continued

33ft Brede 1089: Jun 6, 7, 8 (twice), 14 (twice), 18 (three times), 22, 25, 27, Jul 2, 6, 15 (three times), 16, 17, 24, 25, 28, 30 and 31

Atlantic 75: Jun 7, 8 (twice), 17, 18 (three times), 27, 29, 30, Jul 1, 2, 5, 6, 13, 15 (three times), 16, 17, 21 (four times), 23, 24 (three times), 25, 28 (twice), 30 and 31

Portaferry, Co Down
Relief Atlantic 75: Jun 2, 3, 6, 22, 28, 29, Jul 12, 20, 26 and 28

Port Erin, Isle of Man
Atlantic 21: Jul 7
Porthcawl, Bridgend -
Relief Atlantic 21: Jun 5, 6, 14 and Jul 7

Atlantic 75: Jul 20 (three times), 21, 28 and 30
Relief D class: Jun 16

Porthdinllaen, Gwynedd
47ft Tyne 1120: Jun 9 and Jul 31

Port Isaac, Cornwall
D class: Jun 27, Jul 15 and 29 (twice)

Portpatrick, Dumfries and Galloway
47ft Tyne 1151: Jul 1, 7, 18 and 20

Portree, Isle of Skye
14m Trent 1214: Jun 17
Portrush, Co Antrim
52ft Arun 1070: Jun 3 and 14
D class: Jul 10, 15, 20 and 21

Portsmouth, Hampshire
Atlantic 21: Jun 1, 4, 8, 14, 30, Jul 7, 9, 26, 27, 30 and 31
D class: Jul 7 and 31

Port St Mary, Isle of Man
D class: Jun 17, 25 and Jul 15

Port Talbot, Neath and Port Talbot
D class: Jun 14, Jul 3 and 27

Pwllheli, Gwynedd
12m Mersey 1168: Jun 19
D class: Jul 14

Queensferry, Lothian
Atlantic 21: Jun 4, 23 (twice), 28, Jul 5, 8, 15, 17 (twice), 20, 21 and 31

Ramsey, Isle of Man
12m Mersey 1171: Jul 19

Ramsgate, Kent
Relief 47ft Tyne 1131: Jun 1, 4, 17, 18, Jul 1 and 17
Atlantic 21: Jun 1, 10, Jul 2 and 18

Red Bay, Co Antrim
Relief Atlantic 21: Jun 24

Redcar, Cleveland
Atlantic 21: Jun 8, 9, 12, 15, 16, 20, 30, Jul 5, 7, 13 (twice) and 30

D class: Jun 15, 16 and Jul 7
Rhyl, Denbighshire
12m Mersey 1183: Jun 22, Jul 20 and 24

D class: Jun 12, 15, 16, 22 (four times), 28, Jul 19 and 30
Rock, Cornwall
D class: Jun 19, Jul 1, 3, 28, 29 (twice) and 31

Rosslare Harbour, Co Wexford
52ft Arun 1092: Jun 15, Jul 8

and 13

Rye Harbour, East Sussex
Relief Atlantic 21: Jun 1, 5 (twice), 13, 15, 20, 22, Jul 10 and 11

Atlantic 75: Jul 21

St Abbs, Borders

Atlantic 21: Jul 7

St Agnes, Cornwall
D class: Jun 4 and 23

St Bees, Cumbria
Atlantic 75: Jun 8, 11, 16, Jul 10, 11, 14 (twice) and 21

St Catherine, Channel Islands
Atlantic 21: Jun 5 (twice), 7, 9, 22, 23, 24, 28, 29, Jul 6 and 7

St Davids, Pembrokeshire
47ft Tyne 1139: Jul 26

St Helier, Channel Islands
47ft Tyne 1157: Jun 16, Jul 24 and 26

St Ives, Cornwall
12m Mersey 1167: Jun 4, Jul 20 and 26

Relief D class: Jun 4, 15, Jul 12, 16 (twice), 20, 26, 27 and 30

St Mary's, Isles of Scilly
52ft Arun 1073: Jul 10, 19 and 28

St Peter Port, Channel Islands
52ft Arun 1025: Jun 1 and 22
Relief 52ft Arun 1160: Jul 13

Salcombe, South Devon
47ft Tyne 1130: Jun 4, Jul 12, 21, 24 and 28

Scarborough, North Yorkshire
12m Mersey 1175: Jun 19, Jul 11 and 26

D class: Jun 19, 23, 25, 26, Jul 11 and 31

Selsey, West Sussex
47ft Tyne 1074: Jun 14, 29 (twice), Jul 15, 23 and 27

D class: Jun 12, 16, 22, 29, Jul 14, 15 and 30

Sennen Cove, Cornwall
12m Mersey 1176: Jun 11, 12, 27, 29 and Jul 19

D class: Jun 14, Jul 22 and 31

Sheerness, Kent
14m Trent 1211: Jun 3, 9 (twice), 15 (twice), 23, 27, 29 (twice), 30, Jul 6, 12 and 21

D class: Jun 12, 15, 30 and Jul 7
Sheringham, Norfolk
Atlantic 75: Jul 4

Shoreham Harbour, West Sussex
47ft Tyne 1158: Jul 4 (twice)

Silloth, Cumbria
Atlantic 75: Jul 14 and 28

Skegness, Lincolnshire
12m Mersey 1166: Jun 9, 29, Jul 10, 24 and 31 (twice)

Relief D class: Jun 5, 9, 12 (twice), 30, Jul 4 (twice), 10, 13, 15, 16, 17, 21, 26 (five times), 28 (three times), 29, 30 and 31 (three times)

Skerries, Co Dublin
Relief D class: Jun 27 and Jul 8

Southend-on-Sea, Essex
Atlantic 21: Jun 1, 6 (twice),

8, 9 (four times), 16 (four times), 19, 25, 27, 29 (three times), Jul 6, 7 (twice), 14 (twice), 18, 20, 23, 26 and 27 (twice)

D class: Jun 4, 5 (twice), 7, 9 (three times), 13, 15, 18, 21, 22, 25, 27 (twice), Jul 17, 19, 20 (twice), 22 (three times), 23, 26 and 28

Southwold, Suffolk

Atlantic 21: Jul 4

Staithes and Runswick, North Yorkshire

Atlantic 21: Jun 20, Jul 15 and 26

Stornoway (Lewis), Western Isles

52ft Arun 1098: Jul 6, 17 and 26

Stromness, Orkney
52ft Arun 1099: Jun 4, 13, 23 and Jul 25

Sunderland, Tyne and Wear
Relief 44ft Waveney 1001: Jun 16 and 29

D class: Jun 1, Jul 13, 17, 18 and 30

Swanage, Dorset
12m Mersey 1182: Jun 1, 8, 16, 18, 23 and 28

Relief 12m Mersey 1162: Jul 10 (twice), 18, 19, 25 and 28
D class: Jun 1, 2, 10, 13, 16, 23, Jul 1, 10 (twice), 17, 18 (twice), 19, 25, 28, 30 and 31

Teesmouth, Cleveland
47ft Tyne 1110: Jun 15, 20, 28, 30, Jul 12, 16 and 31

Teignmouth, Devon
Relief Atlantic 21: Jun 15, Jul 12 and 13

Tenby, Pembrokeshire
Relief 47ft Tyne 1115: Jun 6, 9, Jul 19, 23 and 27

D class: Jun 9 (three times), 12, 15, 23, Jul 9, 11, 15, 18, 25 (twice) and 27

Thurso, Highland
52ft Arun 1149: Jun 6, 13, Jul 7 and 21

Tobermory, Strathclyde
54ft Arun 1052: Jun 5, 12, 18, Jul 3, 14 (twice), 16, 18, 23, 25 and 30

Torbay, South Devon
52ft Arun 1076: Jun 3, 10, 15, 23, Jul 11, 16, 19, 22, 26, 28 and 29 (twice)

D class: Jun 8, 15, Jul 11 (three times) and 17

Relief D class: Jul 21, 22 and 23

Tramore, Co Waterford
Relief D class: Jul 22

Trearddur Bay, Anglesey
Atlantic 21: Jun 20, 29 (twice), 30, Jul 3, 7, 14 and 30

Troon, Strathclyde
Relief 52ft Arun 1071: Jun 6, 27, 29, 30, Jul 17, 23, 24, 26 and 28

Tynemouth, Tyne and Wear
52ft Arun 1061: Jun 26, 27, Jul 18, 20 (twice) and 28

D class: Jun 22
Relief D class: Jul 20

Valentia, Co Kerry
52ft Arun 1082: Jun 2, 10, 20, 21, 24 (twice), Jul 4 and

24
Walmer, Kent
D class: Jul 14

Walton and Frinton, Essex
47ft Tyne 1154: Jun 2, 12 (twice), 15, 16, Jul 13, 15 (twice), 16 and 30

Wells, Norfolk
12m Mersey 1161: Jun 1 and 21

D class: Jun 1, 21 (twice), 23, Jul 6 and 11

West Kirby, Merseyside
D class: Jun 20, 26 (twice), 28

West Mersea, Essex
Atlantic 21: Jun 2 (twice), 9, 12, 15 (twice), 16, 19 (twice), 29 (three times), Jul 8 (twice), 9, 13, 15, 18, 20, 21 (three times) and 28

Weston-super-Mare, Somerset
Atlantic 21: Jun 5 (twice), 9, 13, 23, 30, Jul 23, 25 and 31

Relief D class: Jun 5 (twice), 8 (twice), 12 and 13

D class: Jun 23, 30, Jul 22, 23 and 25

Weymouth, Dorset
Relief 52ft Arun 1086: Jun 2 (twice) and 4

54ft Arun 1049: Jun 10, 13, 15, 30 (three times), Jul 4 and 28

Relief Atlantic 21: Jun 25, 30 (three times), Jul 1 (three times) and 4

Whitby, North Yorkshire
14m Trent 1212: Jun 27, Jul 2, 19 and 23

D class: Jun 15, 18, Jul 2, 3, 12, 21 and 30

Whitstable, Kent
Atlantic 21: Jun 1, 7, 8, 10, 11, 13, 15, 16 (twice), 29, 30 (twice), Jul 4, 6 (twice), 13, 20, 21, 22, 27, 28 (twice) and 31

Wick, Highland
47ft Tyne 1121: Jun 1, 8, 27 (twice), 28, Jul 10, 12, 17, 21, 24 and 29

Wicklow, Co Wicklow
47ft Tyne 1153: Jun 5, 15 and 24

Relief D class: Jul 17

Withernsea, Humberside
D class: Jun 7, 9, 11, Jul 10 and 13

Workington, Cumbria
Relief 12m Mersey 1148: Jun 11, Jul 14 and 26

Yarmouth, Isle of Wight
52ft Arun 1053: Jun 13, 16, 22, 28, 29 (eleven times), 30, Jul 4, 15, 23 and 27

Youghal, Co Cork
Atlantic 21: Jun 30, Jul 5 and 7

Lifeboats on Passage
14m Trent 1208: Jun 29 (twice)

44ft Waveney 1001: Jul 31

Lifeboat Services
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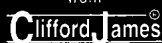
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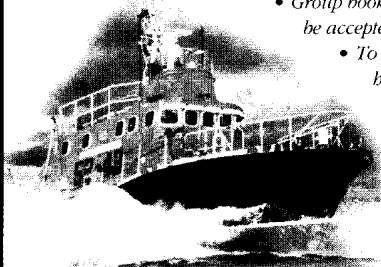
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The RNLI International Golf Classic will be one of the largest one day golf tournaments held in 1997. Up to 1500 golfers (350 teams of 4) will depart from Portsmouth on the "Pride of Le Havre" or the "Pride of Portsmouth" at 22.30 hrs, arriving at Le Havre the following morning. The Golf Classic will then be played on 12 courses in Normandy, followed by a prize giving ceremony at a location near Le Havre, prior to returning to Portsmouth on the 23.00 ferry.

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COST £99 PER PERSON Including Ferry Crossing with car. Cabin. £100 per team entry will go to R.N.L.I.

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- Entry & golf allocation will only be confirmed on receipt of full payment.
- Group bookings (more than one team) are especially welcome and can only be accepted for full teams of four.
- To ensure a fair event the format will be: 3/4 handicap over 18 holes. Play will be in fours, each team will divide into two pairs and will play in separate groups, teeing off consecutively. The final score will be made up of the combined total of the 2 x 4BBB scores with all four scores to count on holes 3,6,9,12,15 and 18.
- Maximum handicap: Men 24, Ladies 32 (Female entrants will receive courtesy shots). The handicap of all prize winners will be confirmed with their home clubs after the event.
- Refunds cannot normally be given.



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RNLI

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THURSDAY 24TH APRIL 1997

PLEASE COMPLETE IN BLOCK CAPITALS

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Club: Handicap:

Please confirm Teams(s) (4 per team) @ £99.00 per person

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Additional team members (Please give full name)

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Club: H/Cap:

Name (2)

Club: H/Cap:

Name (3)

Club: H/Cap:

Team Name

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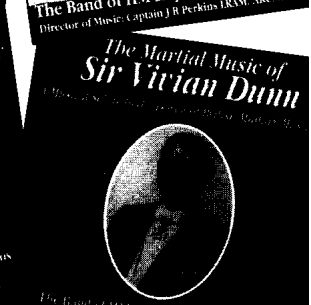
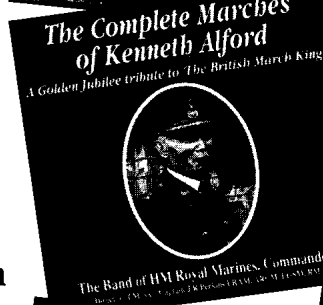
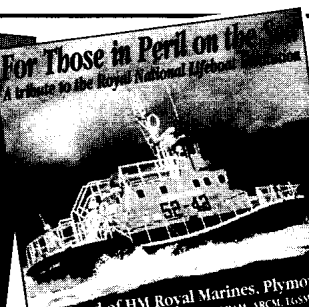
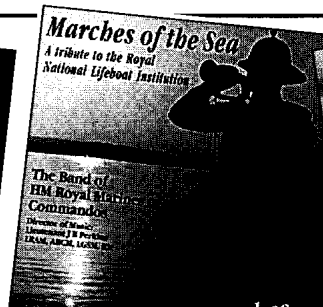
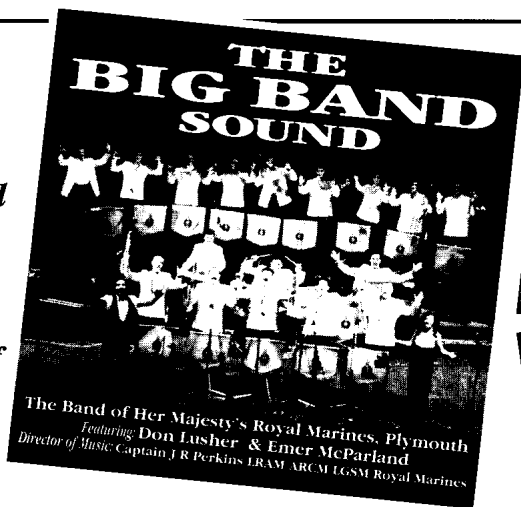
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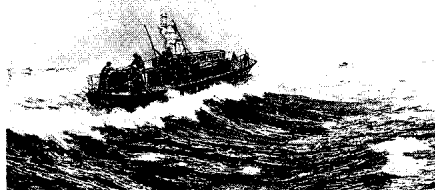
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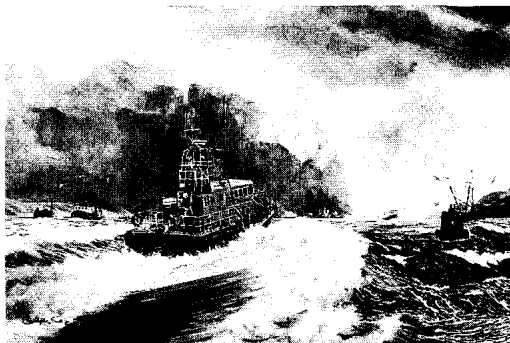
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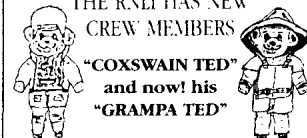
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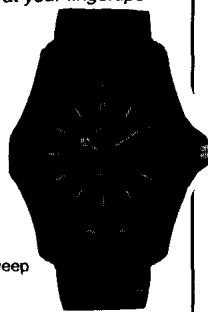
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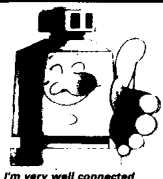
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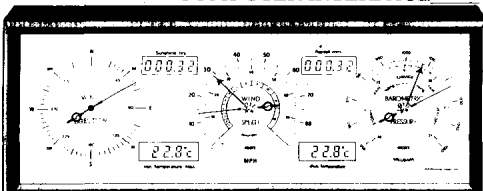
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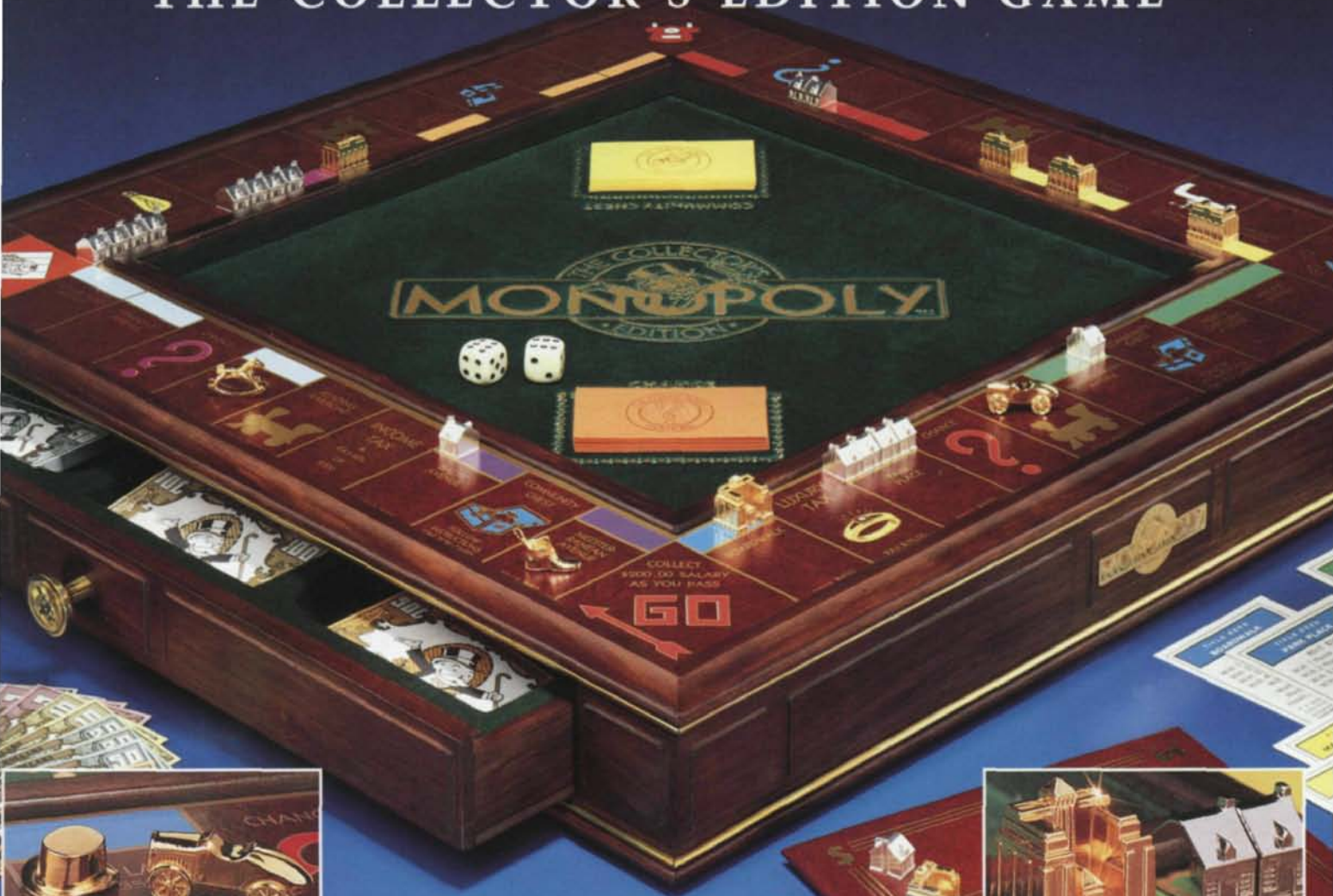
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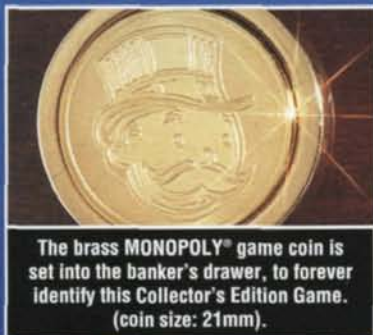
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