

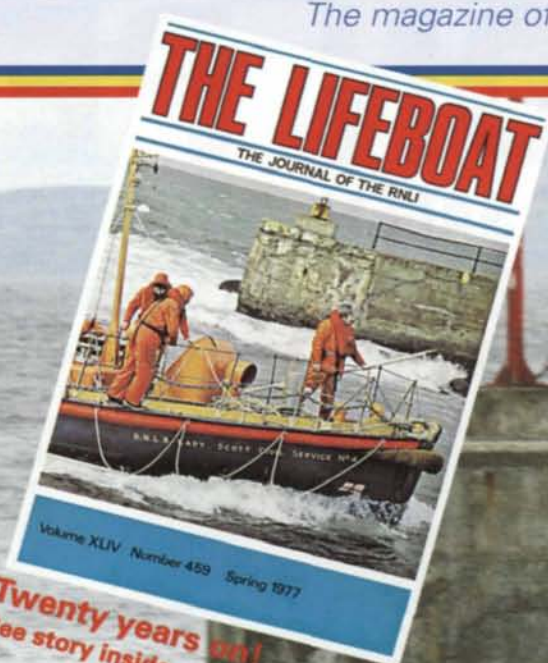
Spring 1997

The **Lifboat**

The magazine of the RNLI

In this issue...

- **The new slipway boat**
– the story so far
- **Scene from above**
– a helicopter's eye view
- **Award-winning service**
– Vellums for inshore
lifboat crew



Twenty years on!
See story inside



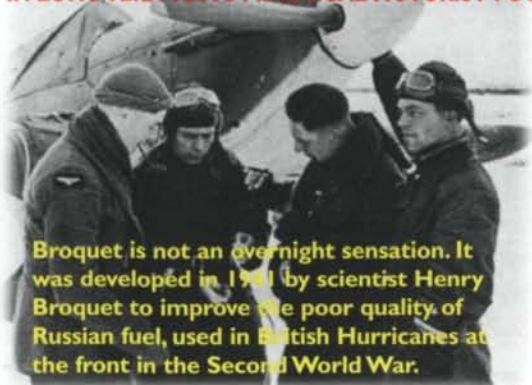
Lifboats

Royal National Lifboat Institution

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IN LONG TERM TESTS PRACTICAL MOTORIST FOUND: FUEL ECONOMY - UP 6-9% ROAD WHEEL POWER - UP 2-7%



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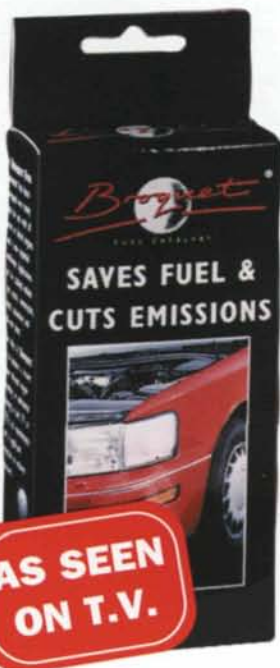
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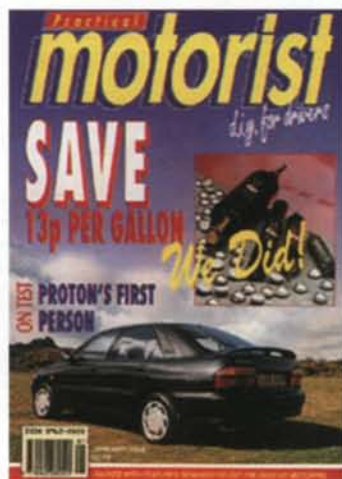
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The **Lifeboat**

**Spring
1997**

Volume 55
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Front Cover

Exactly twenty years on –
the same photo, but with
different boats and
different crews – see the
News pages in this issue
for the full story.

by Colin Watson

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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 Summer 1997 and will appear in July 1997.

News items should be received by 30 April 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.

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News

The Annual Meetings

The RNLI's Annual General Meeting and Annual Presentation of Awards for 1997 will again take place in the Barbican Hall, London.

The meetings will be held on Thursday 15 May, the AGM at 1130 and the APA at 1430. As in 1996, both events take place in the same hall and a registration system will be used to allocate tickets on a first-come first served basis.

Governors should have already received vouchers for their AGM tickets with the Winter 1996/97 issue of *The Lifeboat*. If you have not yet received your voucher, please contact the RNLI AGM office at the headquarters address. Don't forget, all RNLI supporters are welcome to attend the APA in the afternoon, this is by ticket only so please contact the AGM office to reserve your place.

Change at Sennen. . .

Sennen Cove lifeboat station is to be allocated Tyne class lifeboat *Norman Salvesen*, which will replace its current Mersey class *The Four Boys*. The Tyne class is longer than the Mersey, has greater displacement and additional power – capable of 17.6 knots rather than 16 knots. These qualities will help when launching from the slipway into the heavy seas likely to be encountered off Lands End. It has only now become possible to station a Tyne class at Sennen Cove due to the successful dredging of the channel.

. . .and Falmouth

Falmouth lifeboat station has been allocated the first production model Severn class lifeboat, *The Will*, (which was originally destined for Stornoway and then allocated to the relief fleet) as a temporary station lifeboat. The decision was in response to a request from the station, which is due to have a new Severn in the next few years. *The Will* has a top speed of 25 knots making her 7 knots faster than Falmouth's Arun class, *Elizabeth Ann*.

NEWSPPOINT

In this issue of *The Lifeboat* it is possible to see the first signs of the impact the new classes of 25-knot lifeboats will have.

RNLI lifeboats are already committed to covering an area within 50 miles of our coasts, and the Institution intends that the time taken to reach this outer limit should be reduced still further – to reach virtually any point in around two-and-a-half hours in fair weather by the year 2000.

We are already seeing this kind of response where new Trents and Severns are on station – Fowey's Trent out to 50 miles in two-and-a-quarter hours and, reported in this issue, Harwich's Severn out 51 miles in just half-an-hour more – but in a Force 9!

Yet another facet of speed is the ability to cover greater distances in a given time, and *Valentia's* Severn has already been 80 miles offshore. However, in this issue of the magazine, *Eyemouth's* Trent claims the new Fast Afloat Boat record with an astonishing 100 miles out into the North Sea – the Trents and Severns are now fully on stream, and they are indeed having an impact.

Watermark success



Watermark, the Mail Order catalogue of RNLI (Sales), has some exciting news – the winner of its Christmas crossword competition and the company's record breaking sales last year.

The winner of the competition, Mrs Silverlock of West Sussex, was by picked by recent medal-winning coxswain, Chris Haw of Swanage lifeboat after he carefully sifted through the thousands of entries at the station on 6 January 1997. The competition included a tie-breaker in which entrants were asked to complete the line 'I like to support the RNLI because...' – Mrs Silverlock's winning entry finished the sentence with '...those wonderful men rely on us, just as we rely on them.' The prize, a superb Mediterranean cruise aboard *Black Watch* with luxury accommodation, was kindly donated by Fred Olsen Travel.

Inshores go orange

The RNLI has recently announced that all its new inshore lifeboats will be built using orange hypalon – which will improve visibility by at least 20%. The change has been made possible by improved materials – the orange is now as durable as the old-style grey.

Repainting the entire inshore fleet would be expensive so the colour will be introduced gradually – a complete colour change for the Atlantic fleet is expected to take some 16 years and up to 10 years for the D and Y class fleets!

The Lifeboat on audio tape

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

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

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

News

Another little tipple

Over the past few years Mr Young, an RNLI supporter from California, has made a donation to the Institution specifically to buy all the lifeboat stations Famous Grouse whisky.

All stations have received whisky and now the distribution is on the 'second run'. Bottles were recently delivered to crews in the west division – from Minehead to Barmouth.

Bembridge lifeboat provided as the result of a tragedy

Two Britons and two Americans tragically murdered on board the sailing vessel *Computacenter Challenger* while in Antigua coastal waters in 1994, were remembered in Bembridge on 28 September.

A fund set up as a reward for information was not used fully and all the families agreed that the money should be used to fund a D class lifeboat, named in memory of Ian Cridland and Tom Williams.

Reverend Andrew Menniss, assisted by Reverend Trembath conducted a service of dedication at which prayers were said in memory of the four who were so tragically lost.

The lifeboat was named *Criddy and Tom* by Beverley Williams, mother of Tom, together with Sue Killick, partner of 'Criddy'.

RNLI scoops two golds!

In December 1996, the RNLI was presented with two prestigious Gold awards by the Royal Mail/DMA for direct marketing fundraising activities.

These awards recognise successful and cost-effective advertising. Beating hundreds of entries, both from other charities and 'household name' companies, the RNLI scooped first place twice – winning gold in the categories of 'door-to-door' and 'innovation', for work with door drops that recruit new supporters, and advertising in the national press.

The awards were made at the Grosvenor House Hotel in London on 9 December 1997, and the photograph (right) shows Edward Wake-

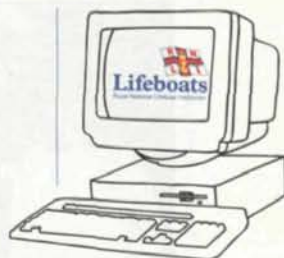
Walker, the RNLI's head of public relations, together with Derek Humphries, managing director of Burnett Associates (the RNLI's advertising agency), accepting the advertising award (for the 'weather report' type advertisements) from the comedienne and compere Ruby Wax.

The other gold award was presented to Geraldine Cetin, RNLI supporter recruitment manager.

RNLI gets netted!

By now many readers will have heard about the Internet, and its rapid growth over the past few years. The RNLI has decided it is now worthwhile to have its own Internet home page. The RNLI's official home page includes information on the RNLI and its work – the address is: www.rnli.org.uk

The RNLI is happy for lifeboat stations, regions, branches and other representatives to include information about themselves on the Internet, but the site must conform with the RNLI corporate identity, be legal and accurate and be correctly linked to the official home page of the Institution. Should anyone wish to set up any new information or representation of the RNLI on the Internet, please send your proposal to the head of public relations at the headquarters address.



Top ten site for Burry Port

Crew member and Internet enthusiast Ryan Griffiths has already created a web site for the Burry Port lifeboat station. The site received the accolade of being one of the top ten new UK web sites, along with the Internet sites of David Bowie and Coronation Street!

The site contains information about the station, its history and many other features including photographs and an interactive rescue chart. You can visit the site at the following address: www.ndirect.co.uk/~rgriffiths/rnli.htm



Giles named at Porthcawl's new station

Porthcawl was blessed with a clear sunny day on 7 September 1996 when Anthony Clarke, nephew of famous cartoonist and RNLI supporter Carl Giles, named the station's new Atlantic 75 lifeboat, *Giles*. The event which was attended by some 400 guests, also involved the opening of the new lifeboat house by Mary Hastie, wife of Bob Hastie member of the RNLI committee of management who attended on behalf of the Institution.

Following a service of dedication, *Giles* launched and gave a demonstration to the guests prior to tea and refreshments.



News

Still more at Chatham...

The 'Lifeboat!' gallery at the Historic Dockyard at Chatham has been awarded a commendation by The Society for the Interpretation of Britain's Heritage.

The award, for 1996, comes in the very first year of the display which opened on 25 May last year.

The gallery also made its television debut when it was the South East venue for the Children in Need appeal last November.

• Two exciting new exhibits will be on show in 'Lifeboat!' this year. By the time this issue of **The Lifeboat** is distributed Waveney 44-001 should be

on display and the 'sectioning' of the 38ft Oakley Will and Fanny Kirby (ex-Flamborough and Seaham) should also have been completed.

44-001, unnamed throughout her life, was the first of her class, she was built in the US to an American Coast-guard design and was the prototype for the UK-built boats. She takes her place as the first of the RNLI's fast lifeboats, while the opening up of the Oakley will enable visitors to see the workings of the unique water-ballast self-righting system and view other previously hidden areas such as the engine room.



The first Waveney, 44-001, is going to the National Lifeboat Collection at Chatham. She is pictured here on trials in December 1964.

D class lifeboat named at Holyhead

D class lifeboat *Spirit of Bedworth and Nuneaton* was dedicated at the new Holyhead facilities, Newry Beach on 19 October 1996. The lifeboat was the second to be donated from the proceeds of a civic appeal in 1994 and 1995 at Nuneaton and Bedworth.

Representatives from Nuneaton, Clive Plummer, Chairman; Bob Bates, honorary secretary; and Councillor Bob Copeland, Mayor of Nuneaton and Bedworth, during the appeal handed the lifeboat to the Rt. Hon. The Lord Stanley of Alderley.

John Parry, station honorary secretary, accepted the lifeboat on behalf of Holyhead lifeboat station. After the religious service conducted by The Reverend Gareth Parry, and The Reverend John McDermott, Mrs Jennifer Bates named the lifeboat.

Cover story at Portrush

As Portrush-based photographer Colin Watson is also the secretary of the RNLI's Banbridge branch in Northern Ireland it is hardly surprising that lifeboat photos figure largely in his work.

Twenty years ago Colin had his first 'cover', when his picture of the Watson class *Lady Scott* entering Portrush Harbour adorned the Spring 1977 issue of **The Lifeboat**.

Aboard her at the time were bowman Billy Lees (who died last Christmas) and crew members Noel Black (now retired) and John Scott, who is now the station's honorary secretary.

For some time Colin harboured the idea of recapturing the scene, and just as 1997 dawned he managed it...

The harbour wall looks unchanged – apart from a few missing railings – but the two

decades between the exposures show the changes in the lifeboat service during that time.

The station lifeboat has become the Arun class *Richard Evans* and the bowman has become 'bowlady' Kelly Allen. With her are crew members Anthony Chambers and Robin Cardwell.

You can only wonder what Colin's 2017 photo would show...

From above

The aerial photographs of lifeboat stations, run in **The Lifeboat** under the 'High Seas' banner has not only proved very popular, it has also been very profitable!

Hunting Aerofilms are making prints available to readers at a special price – and making a donation to RNLI funds at the same time.

So far the most popular stations have been: 1st Humber; 2nd Weymouth; 3rd Barrow and 4th St Ives.

The photos in this – and past – issues can be obtained from Hunting Aerofilms at Gate Studios, Station Road, Borehamwood, Herts WD6 1EJ – quoting the reference number shown under each photo. Sizes and prices are given in previous issues.

Double celebrations

On 19 October 1996 Red Bay lifeboat station had double reason to celebrate – the naming ceremony of their new Atlantic 75 lifeboat, *Dorothy Mary* coincided with the official opening of the station's new boathouse.

Clayton Love Jnr, deputy chairman of the Institution, opened the boathouse and Paul Clark, Ulster Television personality, named the lifeboat. RNLI Director, Lt Cdr Brian Miles CBE, represented the donors and handed the lifeboat into the care of Red Bay station honorary secretary, Neil Workman.



Open to all

Every two years the RNLI throws open its headquarters and depot to the public, allowing anyone who is interested in lifeboats and the work of the Institution to see just what is involved.

This year the event will be held on **Friday 1 August** and **Saturday 2 August** – from 1000 to 1800 each day.

Exact details had not been finalised as we went to press, but expect to see all of the usual attractions – capsizes and righting displays; helicopter transfers; videos and displays; simulators and guided tours round the headquarters building.

As always admission is free and there is limited free parking available for visitors.

• *More details in the Summer issue, out in early July.*

Jolly good show...

The RNLI's attendance at the 1997 London International Boat Show in January was an unqualified success – bucking the trend of a fall in the number of visitors with big increases in some sources of income.

There were 7% less visitors through the Earls Court turnstiles and the sales of lottery tickets, souvenirs and box donations fell – all linked inexorably with falling numbers – but this was far outweighed by the spectacular 163% rise in membership income and a massive 65% rise in the sale of membership insignia. All-in-all the Institution made a healthy profit from its presence – to say nothing of the huge public relations benefits.

Coverage in the media was excellent, helped by the launch of the new Offshore grade of membership (with 1,013 members joining during the show) and an innovative 'chamber of horrors' – a small yacht doctored to include numerous common faults. This was particularly relevant since the show also marked the launch of the latest *Safety on the Sea* booklet – 'Emergency Procedures for Small

Craft'.

Several large donations were presented during the show, including more than £1000,000 from the Royal Bank of Scotland's affinity credit card and £10,500 from Cable and Wireless – whose staff had raised the money to buy a D class lifeboat.

The RNLI was able to show its gratitude with the presentation of Public Relations awards to those who had been particularly helpful during the past year – the recipients were Moray Firth Radio for its continued support and air-time; Chatham Historic Dockyard Trust for its work with the 'Lifeboat!' display of historic lifeboats and Doc Cox for his work on a promotional video for young people.

The younger generation of RNLI members were also excited to meet 'Stormy Stan' – the colourful character from their own Storm Force News magazine – who roamed the aisles shaking hands with them.



Stormy Stan in action at the London Boat Show

Flint lifeboat named Marjorie Helen



With the ruins of Flint Castle overlooking the proceedings, Eric Bulling handed D class lifeboat *Marjorie Helen* over to Anthony Oliver, deputy head of fundraising and marketing on 16 November.

This was Eric's second visit to Flint to hand over gifts in memory of his late wife – on a previous visit he unveiled a plaque to open an extension to the lifeboat house.

Following a service of dedication, the lifeboat was named by Eric and launched on exercise with a Wessex helicopter from 22 squadron RAF Valley.

Waveney may go on working

As more and more of the Institution's new Trents go on station an increasing number of Waveney lifeboats are being displaced and are leaving RNLI service.

The Institution now sets a nominal 20 year working life for all-weather lifeboats, but the steel-built 44-footers (first introduced in 1964 and based on an American Coastguard design) are still very sound and some at least are likely to continue their life saving ways with overseas lifeboat services.

The RNLI's charter specifically includes promoting the cause of what is now the International Lifeboat Federation (ILF), and ILF members are to be given the opportunity of buying the lifeboats as they leave service.

Countries as far apart as Estonia and New Zealand have expressed interest in using members of the class as working lifeboats, although as many overseas lifeboat organisations have very limited funds some may have difficulty finding sufficient resources.

News

George Price

It is *The Lifeboat's* sad duty to inform readers that George Price, RNLI regional manager/east, suddenly collapsed and died at work on 3 February. George worked for the Institution for some 30 years, starting as area organiser/south west in 1967. George made many friends within the lifeboat community and will be sadly missed.

Founder remembered

This year marks the 150th anniversary of the death of RNLI founder, Sir William Hillary. A commemorative church service to honour his memory was held on 5 January at St George's church, Douglas, Isle of Man where Sir William is buried.

The service was broadcast on BBC Radio 4 and was attended by many VIPs including His Excellency the Lieutenant Governor and Lady Daunt, Patron of Douglas lifeboat station; RNLI chairman, deputy chairman and director, the Chief minister of the Isle of Man and the Mayor and Mayoress of Douglas.

Archdeacon Brian Partington, vicar of St George's, introduced the service with a description of Douglas, its harbour and lifeboat, and told of how Sir William came to the island in 1808 and saw the dangers that sailors encountered at sea. Other speakers included Douglas lifeboat station honorary secretary and coxswain, RNLI chairman David Ackland and the Lord Bishop of Sodor and Man who spoke of Sir William's perseverance in founding the Institution. Prayers were led by the Reverend Leslie Guthrie and Captain Paul Main and the hymns were led by the church choir and the Mariners choir.

After the service, the congregation went to the tomb of Sir William Hillary where a guard of honour was formed by Douglas lifeboatmen and David Ackland laid a wreath on the tomb.

New Year Honours

The following have been honoured by Her Majesty The Queen in the recent New Year Honours:

For services to the RNLI:

Officer, Order of the British Empire (OBE)

Commodore George Cooper – chief of operations

Member, Order of the British Empire (MBE)

Howard Bell – honorary liaison officer, eastern region

George Exley – honorary secretary, Scarborough lifeboat station

Captain Alex Kirk – Lately honorary secretary, Hartlepool lifeboat station

Graham Walker – coxswain/mechanic, Wells lifeboat

Other awards of interest:

Knight Bachelor

David Rowland – chairman, Lloyds of London for services to the insurance industry. (Ex officio member of the committee of management)

Commander, Order of the British Empire (CBE)

John Parker – consultant cardiac surgeon, St George's Hospital, London for services to medicine (member of the medical and survival committee)

Member, Order of the British Empire (MBE)

Doreen Norgrove – for services to the community in Fareham (husband Roy runs the RNLI jewellery appeal)

Man of Grace dies

Derek Calderwood, former honorary curator of the Grace Darling museum in Bamburgh and tireless fundraiser for the RNLI has died.

Derek, curator of the museum from 1984 until 1995, was responsible for the day to day management of the museum during the tourist season as well as dealing with bookings during

the winter. Even after he retired as curator, he still worked regularly at the museum as custodian and visited local clubs and schools to give talks on Grace Darling and the heroic rescue of the *Forfarshire* in 1838.

Derek's was honoured by the RNLI for organising a £300,000 appeal to buy a new lifeboat for Northumberland.

Derek's sister asked for donations to the museum and RNLI in lieu of flowers from which £15,000 has been raised.

John Saunderson named at Llandudno



After torrential rains, the clouds receded to let the sun break through, and D class lifeboat, *John Saunderson* was officially dedicated on the lifeboat slipway at Llandudno on 20 October 1996.

The lifeboat was donated by Dr Barbara Saunderson, whose great uncle saved a woman from drowning in Langton Dock, Liverpool in 1892. In her handing over speech, Dr Saunderson painted a vivid picture of other maritime disasters around the coast in 1892.

Dr Saunderson handed over the lifeboat to Anthony Oliver, deputy head of fundraising and marketing, who passed it to Lt Cdr John McDonald RD RNR, Llandudno station honorary secretary.

The service of dedication was conducted by The Reverend Canon Philip Cousins, The Right Reverend Monsignor Matthew Kelly STL and Idwal Wyn-Jones.

At the sharp end...

A selection of lifeboat services from around the country

Thanks on Vellum

LIFEBOATMAN AND LIFEGUARD GO ASHORE TO SECURE CASUALTIES

C class plucks three to safety from cliff base

The rescue of three people from cliffs on the Cardigan coast has earned two C class crew members the Thanks of the Institution inscribed on Vellum, with a third going to an off-duty lifeguard who played an active part in the service. The two other lifeboat crew members will receive Vellum Service Certificates.

Off-duty lifeguard Simon Jury first spotted the three people and their dog as he paddled out to go surfing the evening of 28 August 1996. They were cut off by the rising tide – predicted as one of the highest of the year – and one of them had started climbing the cliff. Realising that he would not make it to the top Simon paddled in through the breakers to the beach, with some difficulty, and told them to stay where they were while he raised the alarm.

Paddling to Aberporth he contacted the Coastguard who in turn alerted Cardigan lifeboat station.

Six minutes later the station's C class inflatable was under way, launching into a 25 knot NNW wind with crew members Jeremy Thomas, Leonard Walters, Andrew Walters and Michael Faulker aboard.

With time of the essence the lifeboat took the shortest possible route, passing inside Cardigan Island and through several sets of heavy overfalls with helmsman Thomas having to constantly alter course and speed to counter the effects of a large breaking sea.

Meanwhile New Quay's Coastguard mobile had arrived on scene and advised the lifeboat that rescue up the cliff would be impossible.

The C class arrived at the scene at 1844, and with the deteriorating weather and failing light the crew realised that the passage back to Cardigan would be long, slow and uncomfortable for the casualties, so they asked that New Quay's Mersey class be launched to take the three walkers once they had been rescued from the beach.

Several attempts were made to anchor off and veer down towards the casualties, but the anchor dragged each time. The beach was too rocky to take the lifeboat on to, so the only option was for one of the lifeboat crew



to swim a line ashore. Len Walters had agreed to do this when Simon Jury arrived back at the scene, paddling a bigger, more stable board.

As he paddled ashore, towing Len Walters, Andrew Walters and Mike Faulkner carefully paid out a line. Just then a large set of waves came along, throwing the lifeboat across the line and fouling it on the port propeller. The snatch separated Len Walters from Simon Jury, who lost his paddle.

Helmsman Thomas kept the lifeboat in position with the remaining engine while the line was cleared, but it was now too short – pulling Len Walters back into the surf. The anchor line was cut to lengthen the lifeline and, with the three casualties in lifejackets and roped to Len Walters, the lifeboat slowly pulled them clear.

Despite grounding on some rocks on the way they suffered only minor cuts as they were pulled back out to the lifeboat – with Simon Jury escorting them after retrieving his paddle – and as soon as they cleared the surf they were taken aboard.

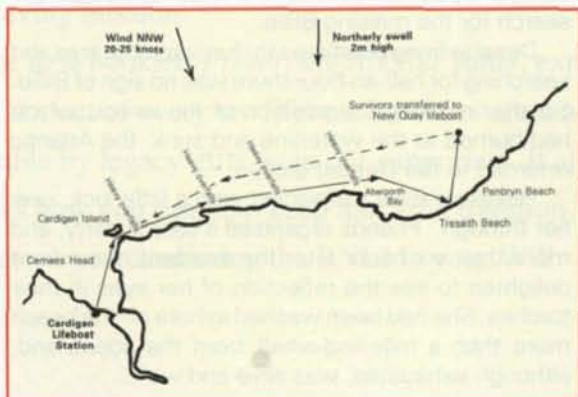
Simon then set off back to Aberporth, and once the lifeboat crew were satisfied that he was safe the three survivors were transferred to New Quay's Mersey – not without some difficulty in the 2m swells and breaking seas.

The Mersey was soon able to set off on the nine-mile passage back to her station, with the survivors snug in her wheelhouse, but the C class faced another 40 minute trip back to Cardigan in rough conditions.

The casualties' dog was found, safe and well, the next day.

The Lifeboat
C class inflatable
Operational Number C518

The Crew
Thanks on Vellum:
Helmsman Jeremy Thomas
Crew Member Leonard Walters
Lifeguard Simon Jury
Vellum Service Certificates
Andrew Walters
Michael Faulkner



LIFEJACKET SAVES DOG'S LIFE

Crew of two survive yacht fire and explosion



Two people and their dog had a very lucky escape last October when a fire and explosion ripped through their 27ft yacht.

Whitstable's Atlantic 21 was searching within 100 yards of the casualty when she exploded, showering the area with debris.

The yacht's crew had been out fishing on the evening of 12 October when a fire broke out as they tried to re-start the engine and could not be brought under control.

With them was crew Natasha Hall's four-year-old dog Billie, who was wearing his own special lifejacket. With the vessel ablaze from stem to stern Natasha and the yachts' skipper had no alternative but to go overboard, throwing Billie into the water at the same time.

Whitstable lifeboat was launched at 1920 and arrived on the scene, only some four miles from the station, soon afterwards to search for the survivors. The skipper had already been picked up by another yacht but in the darkness, with the smoke and fumes from the burning yacht making life even more difficult, Natasha could not be seen.

A rescue helicopter and the lifeboat began their search, using searchlights and night vision equipment and both were very close to the blazing yacht when, at 1933, she exploded showering them with debris. The helicopter was in the process of winching up the skipper from the yacht which had rescued him at the time of the blast, which was believed to have been caused by a gas bottle.

Almost immediately afterwards Natasha was spotted at the low water mark close to the shore, and two of the lifeboat's crew were able to wade ashore and help her aboard the Atlantic.

She was taken back to the boathouse, and then on to hospital for a check-up, while the skipper who was still aboard the helicopter was flown there.

The lifeboat was back at her station landing the survivor by 2000, but at 2016 she launched again, to search for the missing Billie.

Despite firing paraflares to illuminate the area and searching for half-an-hour there was no sign of Billie. So after marking the position of the wreck, which had burned to the waterline and sunk, the Atlantic returned to the lifeboat station.

However Billie's lifejacket, and a little luck, saw her through. Friends organised a search party, and more than six hours after the accident, they were delighted to see the reflection of her eyes in their torches. She had been washed ashore on the beach more than a mile-and-a-half from the scene and, although exhausted, was alive and well.

Faster... and further

The abilities of the new generation of fast lifeboats were highlighted on the very day that this page of *The Lifeboat* went to press – with Eyemouth's Trent *Barclaycard Crusader* going to the aid of a stricken fishing vessel no less than 100 miles to the east of the station in a southerly Severe Gale Force 9.

The 70ft vessel had lost all steering and, with no other vessels in the area able to help, the Trent was asked to go well beyond her normal operating range to assist.

Launching at around 1000 on 16 February the 100 mile passage to the casualty took just four and a quarter hours, with the tow back starting an hour or so later. With the casualty providing some propulsion – but no steering – the Trent was able to manage almost 5 knots for about 60 miles, until the tow parted and the fishing vessel ran over the line, fouling her prop.

It took an hour to untangle, by which time it had been decided that *Barclaycard Crusader* should return to station to refuel while Dunbar's lifeboat (also a Trent) took over.

Dunbar's *Sir Ronald Pechell* BT took over the tow at about 0200 on

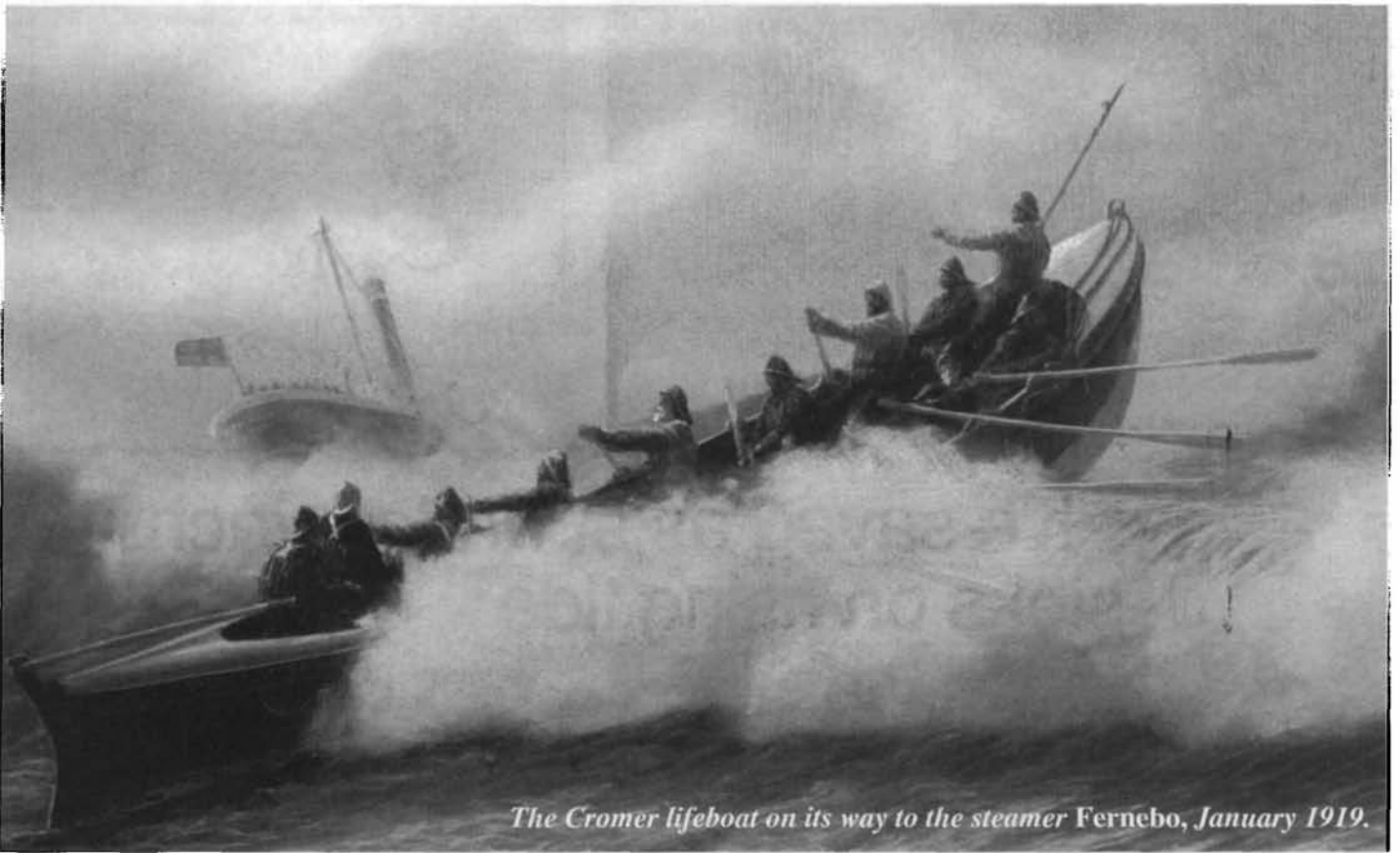
17 February, bringing the casualty to within five or six miles of Eyemouth before *Barclaycard Crusader* went back out to finish the job.

The casualty was berthed safely just after 1100 on 17 February – more than 25 hours after the lifeboat first launched.



Eyemouth's Trent class lifeboat Barclaycard Crusader

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



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

Painting by Tim Thompson

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

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

Our new booklet, *Preserving All You Value*, explains how six out of every ten lifeboat launches are made possible by legacy gifts from our supporters. It also shows how you can help keep that vital tradition afloat – by remembering the RNLI in your Will.

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Dorset BH15 1XF.

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LJ7/5



Lifeboats
Royal National Lifeboat Institution

PRESERVING ALL YOU VALUE



The 34ft Pollyanna rolls over and sinks shortly after her crew had been taken off.



Five saved as stranded yacht sinks on rising tide

Both of Harwich's lifeboats were involved in a service to the yacht *Pollyanna* last August when she grounded on the Cork Sands and eventually rolled over while a lifeboat crew member, a helicopter winch man and the yacht's skipper were still aboard and then sank.

Pollyanna had been returning from a day's sail when she ended up to the south of her intended course and touched the Cork Sands, about six miles offshore, at about 1500 on 26 August 1996. Unable to sail or motor off she informed the Coastguard of her situation and settled down to

wait for the tide to float her off. For an hour and a half all was well but as she began to float and swing round head to wind two large swells came behind the sands and dropped her hard on the bottom.

Water started to appear in the bilge and was rising faster than the pumps could handle, so *Pollyanna* put out a Mayday.

Thames Coastguard immediately contacted Harwich lifeboat station and by 1843 the Atlantic inshore lifeboat was under way, with the station's then Waveney class *John Fison* following five minutes later.

The Atlantic was first on the scene about 15 minutes later to find *Pollyanna* with a foot of water in the cabin and the crew inflating their dinghy. Four of them were taken aboard the inshore lifeboat while a lifeboatman went aboard the yacht. A rescue helicopter had now arrived with a portable pump, so with the water rising steadily the lifeboat peeled off to receive the pump and helicopter winchman.

They were transferred to the yacht, but before pumping could begin the pilot called down to advise abandoning the vessel as she was rolling over and sinking.

The three men jumped into the water to keep clear of the mast and rigging as the yacht rolled over, but the Atlantic's radio aerial suffered some damage as it descended on her. It is believed that the yacht's keel had become detached as she pounded on the sand, causing her to roll over quickly.

The Atlantic picked up the men in the water, transferring the skipper and the four survivors already aboard to the recently arrived Waveney, before returning to place a marker buoy over the wreck.

With everyone safe both lifeboats were able to return to Harwich, the survivors being landed by the Waveney at Suffolk Yacht Harbour - their home base - before returning to the station at 2050, 30 minutes after the Atlantic.

Long haul for Harwich's new Severn

Harwich was the first station to receive a new Severn class lifeboat (on 20 October 1996) and it was not long before the speed and endurance of the new class was put to the test.

On 12 November the new boat, *Albert Brown*, was called to the aid of a 270ft merchant vessel with an electrical fire which had put all essential services out of action.

Although she was initially thought to be some 40 miles offshore *Albert Brown* eventually stood by her 51 miles to the east of the station. Launching at 1828 she took only two and three quarter hours to make the passage to the casualty, despite a Force 9 ahead of the beam which was producing a very rough sea on top of a 6m swell.

The Severn stood by for a further five hours before the casualty was able to restore power and go on her way - leaving *Albert Brown* with the passage back home in the same wind and sea conditions.

After 11 hours at sea in very testing weather the Harwich crew were very pleased with their new lifeboat - the Honorary Secretary's report simply and economically stating: 'Severn class tested for real. Good boat. Long outstanding service in v. bad weather. Crew took severe punishment for 11 hours'.

The RNLI has been asking some of those who have been on the receiving end of a lifeboat service to complete a questionnaire giving the details as seen from their viewpoint.

The scheme is completely voluntary, but a large number of responses have been received and some people have provided useful and vivid accounts of their rescue.

On the next two pages we look at accounts from the casualty's viewpoint...

A serious leak

Peter Gough had a party of divers aboard his fishing boat *Beowulf* when trouble struck...

It was a typical hot flaming June day, a smooth sea, not a cloud in the sky.

We had sailed out of Poole with a mixed group of young divers excited at the prospect of the coming drift dive along some of the most spectacular scenery in the country.

Climbers were scrambling up the cliffs, adding to the sense of adventure and the group was forming into pairs and quietly helping each other kit up and prepare to enter the water.

The sort of day when nothing could possibly go wrong.

I was in the wheelhouse checking our position, depth and so on when one of the divers came to tell me that smoke was pouring out of the engine hatch.

Fearing a fire in the engine space we cleared away gear from around the hatch, sending people as far from the potential danger as possible.

I gingerly cracked open the hatch, several minutes having passed since the automatic extinguisher should have activated. There was no fire and the smoke soon cleared – revealing several inches of water in the bilge.

It soon became obvious that the water was rising faster than the electric bilge pumps could handle.

There were several boats in the vicinity, and I thought the safest place for the divers was in the water.

One stayed behind, manning the manual bilge pump and keeping an eye on the divers who were drifting along with boat a few yards clear.

I put out a Mayday, giving our position, the total number of people aboard and the exact nature of our problem. With the water rising fast it was odds-on that we would lose battery power, stopping the pumps and more importantly the radio.

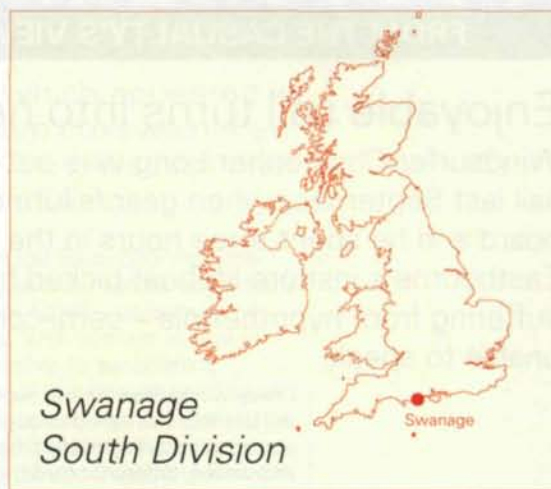
Curly G, a fishing vessel out of Poole, dropped everything and was first alongside, passing over a battery that we could hitch up to my spare electric pump – complete with crocodile clips and long lead that I had thought I would probably never use.

A rigid inflatable from a Windsor diving club was next on the scene and collected the divers ready to take back to Swanage. Both skippers had picked up my Mayday and raced to our assistance.

Portland Coastguard had alerted Rescue 172, our local helicopter, and she was hovering overhead in minutes. The Swanage lifeboat arrived in the middle of all this and soon had a crew member aboard.

By now I had located the problem – a split exhaust hose. *Beowulf* has a 380hp engine with a five inch exhaust, and that's an awful lot of incoming water.

The lifeboatman didn't hesitate for a moment, but jumped straight into the bilge space, where I passed him various bits and pieces to cram into the split. He



eventually rammed an inflatable marker buoy up the exhaust from the outside, successfully stemming the flow.

At the same time the lifeboat had manoeuvred into a position to tow, and within a very short time we were safely tied alongside in Swanage, where a powerful petrol-driven pump was put aboard and quickly had us dried out.

One of the lifeboat crew arrived with a car tyre inner tube and, securing one end over the exhaust stub with a hose clip, held the other end over the gunwale to stop all further water ingress.

All of the party had a most exciting day out, albeit not quite what they had in mind. They were all most impressed by the swiftness with which we had been rescued and the calm, positive manner which marked the whole episode.

Two weeks later they came back so that they could actually dive off Durlleston head and we were able to talk over the rescue – and after a couple of weeks to reflect they were even more full of praise for the lifeboat crew.

Things could have been so different. Weather, speed and cool professionalism had turned what could have been a tragic incident into an exciting day out to be discussed over a pint.

Even more importantly twelve enthusiastic young people have not been terrified into giving up their chosen sport but have been able soberly to think about what might have been and gain from their experiences.

A hearty thank you from all of us.

Peter Gough, *Beowulf*

The station's account...

Swanage, 23 June 1996

Cause of service: Leaks or swamping

Type of casualty: Diver support craft

Weather: Cloudless sky; very good visibility; wind Force 3; sea slight

Deputy Launching Authority contacted by Coastguard at 1307 with request for immediate launch to assist vessel *Beowulf* reported sinking and about to abandon ship to south of Anvil Point. Inshore lifeboat arrived on scene at 1320.

Fishing vessel *Curly G*, a rigid inflatable and another fishing vessel on scene.

Inshore lifeboat picked up five divers from the water.

The rigid inflatable and *Curly G* picked up the remainder, total 12. Took them to Swanage boat park.

All-weather lifeboat towed casualty and two crew members of *Beowulf* to Swanage slipway.

FROM THE CASUALTY'S VIEWPOINT...

Enjoyable sail turns into near disaster

Windsurfer Christopher Long was out enjoying a brisk sail last September when gear failure disabled his board and he spent three hours in the water. When Eastbourne's inshore lifeboat picked him up he was suffering from hypothermia – semi-conscious and unable to speak.

I have windsurfed for just over 12 years, and during the last four I've sailed through the winter. I've been abroad windsurfing many times, sailed in big winds and waves, different boards, sails, broken equipment out at sea, rescued people by towing and so on. I'm too old for 'acrobatics' but consider myself fairly well experienced.

On this day, I had been sailing for approximately an hour. The wind was from the north-east, which is actually along the shore in Eastbourne, at about Force 4 to 5. I was using my largest board and largest, 6.7sq m, sail. I felt comfortable and in control.

I was sailing away from the beach and about a mile out when I heard two sudden 'cracks'. The boom had broken on the starboard, leeward, side – not on the main tubes but on the removable front end – quickly followed by the back end. Two years ago an identical thing had happened on the windward side and I managed to sail back, so this did not seem to be a serious problem.

I got into the water and inspected the boom. It appeared to be a difficult job to transfer the unbroken boom tube from the port to the starboard side so I started swimming towards the shore with the board and the rig.

The station's account...

Eastbourne, 21 September 1996

Cause of service: vessel Overdue

Type of casualty: windsurfer

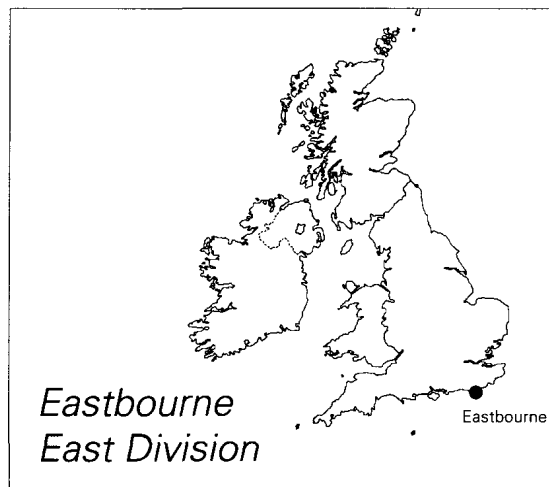
Weather: part cloudy; good visibility; wind Force 5; sea moderate or choppy

Dover Coastguard contacted station at 1714. They had received a 999 call about a missing windsurfer who had not been seen since 1430. Last position approximately half-a-mile of Langney Point.

Inshore lifeboat launched at 1722, all-weather lifeboat launched at 1725.

Inshore lifeboat asked to start at last known position and search towards Pevensey Bay. Many fishing marks in the area but crew member Dave Needham spotted a person in the water approximately half a cable off the starboard bow. Went alongside and pulled him on board. He had a good wetsuit but no lifejacket. We managed to get his name but then he went into a state of semi-consciousness. Informed Dover Coastguard we had found him and asked the all-weather boat to come alongside so that we could transfer him and warm him up. Ambulance requested to meet lifeboats at Sovereign Harbour.

Casualty transferred to all-weather lifeboat and warmed and monitored in wheelhouse. Once at Sovereign Harbour we were informed that the ambulance would be 10-15 minutes so, once secured in the lock, the engine room door was opened to let more warmth into the wheelhouse. The casualty recovered enough to be transferred to ambulance by chair but was still not aware of his surroundings.



I am a strong swimmer and regularly swim a mile, so this did not, initially, appear unrealistic and would in any event give me time to review the situation.

I decided that it would be worthwhile to re-rig the boom, but is was difficult as there was a large swell – generated by consistent east and north-east winds over the previous four days – and it probably took me at least half an hour.

I managed to waterstart successfully but was unable to control the board. Subsequent attempts failed and severe cramp in my calf muscles forced me to stop.

I then decided to 'self rescue' – take out the sail battens, roll the sail around the mast, lash everything to the board and paddle back to the beach.

I had detached the rig from the board and unfastened the safety leash when a large swell took the board from my hand. I swam after the board, but could not catch it, so I abandoned the rig and began swimming towards the shore – it was approximately two hours after the breakage occurred.

After about another hour I was picked up by the Eastbourne inshore lifeboat and taken to Eastbourne general hospital where I was admitted with hypothermia (my body temperature was 33°C).

A fellow windsurfer, Guven Kais, was responsible for alerting the emergency services. He had noticed that my car was still in the parking area but could not see me on the water. Needless to say I am extremely grateful to him and the lifeboat crew for saving my life.

This quite traumatic event has forced me to review the precautions I take when windsurfing. Not that I am by any means careless – my equipment is relatively new, inspected and maintained in good condition and always washed after use. I have been advised that flares are of little use since they need to be kept absolutely dry – something completely impractical on a sailboard. Personal Direction Locator Beacons are probably too bulky for windsurfing and making the decision to both use it and activate it could be a problem for a windsurfer. Looking back, I wonder if I would have left it in the car that day?

Currently I favour buying a mobile phone which I would use prior to sailing to call for example a friend and relay a simple message such as 'I am at Shoreham Beach and will phone you back in two hours'.

But I think the main precaution is one of attitude, I believe I got into trouble because my initial reaction was that this was an inconvenience not a potential disaster. Fortunately, I was rescued and my experience has shown me just how fine that division can be and, I hope, to recognise potential danger.

• *The RNLB's Safety on the Sea booklets advise that flares are carried at all times. It is difficult to keep them dry on a windsurfer but some sort of waterproof stowage can often be arranged.*

Waiting for Lytham lifeboat

Following the article 'Waiting for the lifeboat', which appeared in the Autumn 1996 issue of *The Lifeboat*, Lytham coxswain, Paul Heyes, and station honorary secretary, Frank Kilroy, discuss their individual viewpoints regarding lifeboat rescue procedures . . .



The coxswain's view

'As fibreglass boats are invisible on radar and white boats blend well into the background if there is any spray about, it follows that they are difficult to find and location can be a time consuming problem. Our primary location system is, therefore,

VHF-DP and it is vitally important that the radio on the casualty is continually manned.

'It is appreciated that it can be uncomfortable to remain below manning the radio rather than in the cockpit with the rest of the crew but wind noise and the confusion of the drama make it easy to miss the lifeboat calling on the VHF. In the area we operate, most incidents occur in shallow water with breaking seas, heavy swell and of course, flying spray. As visibility is poor in these sort of sea conditions, several calls may be required to establish the correct position so an unmanned radio can only prolong the search and possibly put the casualty into further hazard.

'It is a fact that many yachts sail short handed, relying on the family to man the boat and sometimes there are also young children aboard. As a consequence the skipper is unable to leave the helm to catch tow ropes or assist a man aboard. It would, therefore, be helpful if on the initial call to HMCG or when contact is made with the lifeboat, that we are advised early on of any such difficulties such as seasickness – which can be very disabling, or lack of older and fitter crew so that a lifeboatman can be ready to transfer across on arrival at the scene. If the lifeboat is made aware early on, it helps with the smooth running of the rescue and can ensure that it takes place as quickly as possible.'



The honorary secretary's view

'I agree with the remarks about mobile phones – several of our services have started with such calls principally from trailer-launched small angling boats which are always difficult to locate as they

possess no other communications. One owner of a yacht even phoned me at home asking for a tow as he did not want to deal with officialdom – HMCG! He was soon put right on that one but we did go for him so that he was not drifting about in the Irish Sea all night.

'Some of our calls, again to angling boats, start when the car and trailer is found on the beach after nightfall. One service started with a call to a CB radio contact ashore – the only point of contact it turned out – and this helpful gentleman rang the boathouse and informed me that the casualty did not have any flares but was shining a light. This actually turned out to be a pen torch which did not show up very well

against the glare from the Blackpool illuminations. The moral is always tell somebody where you are going and carry flares – at least.

'As Paul comments, VHF contact is vital in the case of cruising yachts to establish a position and the state of the casualty and crew. Any initial call should state if medical assistance is required so that I can call the honorary medical advisor and get him aboard the lifeboat before the launch. It is a little late when the lifeboat is 10 miles out to sea with the casualty who is found not to be just seasick but also to have a heart condition. Not every lifeboat can whistle up a helicopter just like that – our nearest is at RAF Valley, 30 minutes flying time away.

'The increase in the use of GPS has proved a boon providing the position given is accurate, the machine is set up correctly and the operator knows what he or she is doing. One casualty we launched to actually gave a position which put them outside the Town Hall in Blackpool and her navigator was adamant that this was correct. In fact the vessel was some 7 miles away from the position given and heading onto a lee shore in failing light and worsening sea conditions.

'As discussed in the article, an early call is better than a late one – a threatening situation can soon become serious with a potential loss of life. If you spring a leak, start bailing by all means, but do not wait to call for assistance when the boat sinks under you. Finding heads in the water is far more difficult than finding a waterlogged boat – even helicopters have been known to fly over without seeing them in heavy seas.'

(Below) Lytham's Tyne class lifeboat, Sarah Emily Harrop.



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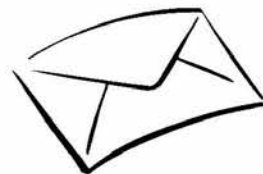
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Your LETTERS



Nearly saved . . . by a motor lifeboat

I was interested in the feature 'Saved by a motor lifeboat', which appeared in the Winter 1996 issue of *The Lifeboat*.

There is an interesting story pertaining to this film – I was five years old at the time and well remember watching the rescue and being disappointed that there was nothing to see but a few lights. The story of the initial attempt to make the film was, needless to say, one of my father's favourite stories. Here follows an account of proceedings which I think you will find interesting and amusing:

On the 19 November 1924 I stood in the window of my parents' bedroom (aged 5) and watched the rescue of the crew of the Belgian cargo ship Princesse Clementine.

It was pitch black and there was a strong, possibly gale force, northerly wind. The Runswick lifeboat, Hester Rothschild, rescued the crew all but the skipper who would not leave his ship. However, on 22 November, the skipper burnt flares and the Runswick lifeboat was once again called out and rescued him.

At this time motor lifeboats were beginning to replace the pulling and sailing lifeboats and it was decided that this dramatic looking wreck would be very suitable to make a film to be used for fundraising, showing the extra efficiency of the motor lifeboats. Arrangements were made and when a suitable day arrived with a northerly wind, strong enough to look convincing, the Whitby motor lifeboat came to Runswick and having put 'casualties' on to the wreck, towed the pulling and sailing boat out to sea.

All being ready, the Runswick boat was told to hoist sail and proceed. Making all sail, the lifeboat set off for the wreck. Then the plan fell apart – the Whitby motor lifeboat could not catch the sailing lifeboat. My father, William James, who was station honorary secretary of Staithes and Runswick branch, called to the Runswick coxswain, Andrew Tose, 'Tow your drogue Andra' to which Andrew replied, 'We seeaved 'm it fost pleeas an' we'r gine ti seeave 'm in't fil-um'.

The film was subsequently made using the Whitby motor lifeboat and the Whitby number two pulling lifeboat.

**J C James MBE,
Vice-president, Staithes and
Runswick branch
Cleveland**

Inspired to paint

In October 1964, as an RNR officer, I was in command of *HMS Curzon*, a coastal minesweeper which was visiting Jersey at the end of a NATO exercise before returning to our home port of Shoreham.

On 9 October 1964, hurricane force winds gusting to 130mph struck the island causing widespread damage. The following day saw the wind ease slightly to some 60mph with a heavy surf coming through the harbour entrance. St Helier's lifeboat, *Elizabeth Rippon*, was called out to search for survivors from the yacht *Marie Celia*, which had gone on the rocks at the north east of Jersey – a girl had managed to swim ashore, climb the cliff and raise the alarm.

Even in the lee of the harbour wall, it was difficult to stand up on *Curzon's* upper deck; nevertheless we all turned out to give the lifeboat a cheer as she passed.

An hour later we were asked to



Any more takers?

Following the successful lifeboat crew half marathon challenge, held in conjunction with the Great North Run in Newcastle, New Brighton lifeboat crew would like to extend the challenge to other lifeboat crews at a similar event during 1997. The race would be over the same half marathon distance and we are hoping the venue will be either Chester in May or Liverpool in August.

Would any interested crews please drop me a line at the address below and I will send further details when available. May we also take this opportunity to thank the challenge organisers, the crew of Amble lifeboat and Neil Hancock in particular for a most enjoyable race in Newcastle.

**Mike Garbutt
New Brighton lifeboat station
Marine promenade
New Brighton
Wirral**

assist with the search, but getting out of harbour in one piece presented a problem, due to the wind resistance of the forecastle on *HMS Curzon*. We managed it, but had to bounce off the eastern arm of the harbour as the wind caught us.

The sea was completely white and covered in froth, with rain and hail coming over the back of the bridge which stung our necks like hornets. When we reached an area where wind and tide came from different directions, the seas became mountainous. The bridge of a coastal minesweeper is over 30ft above sea, and it was the only time I have ever seen the breaking crest of a wave coming towards us higher than the top of the funnel!

We patrolled as close inshore as we could while the lifeboat searched even further in, but nothing had been found by the time we were detached in the afternoon. The winds were now dying down and we had a fairly bumpy passage back to Shoreham – the lifeboat coxswain subsequently received a commendation for this incident.

It was an experience I shall never forget, and I always resolved that I would paint it one day. In 1995, Thirty-one years later, I got round to it and here it is, I hope it is of interest to readers.

Warwick Child MBE VRD FIMgt
Commander, RNR (Rtd)
Honorary treasurer, Mayfield and
Five Ashes branch
East Sussex**

Where is Jane Holland?

Eastbourne Civic Society has obtained interesting 16mm movie footage of one of the town's former lifeboats, *Jane Holland* (ON 673), and is trying to trace her whereabouts.

Delivered to Eastbourne from Selsey in 1929, the boat saw service at Dunkirk. Although badly damaged, she survived and remained at her home station until 1949. RNLi records show her sold out of service in 1953 and she was last seen in Birkenhead in 1960 under the name *Reporter*. Coincidentally, ON 674, renamed *Fair Lady*, was also seen in Birkenhead, but in 1980.

Any information would be greatly appreciated.

**Michael Ockenden
6 Selwyn Road
Eastbourne
East Sussex
BN21 2LE**

Lifeboat station histories

The History of the Sheerness Lifeboats

by Jeff Morris

published by the author at £2.50

This, the latest of the author's comprehensive booklets on RNLI stations, was published in late 1996 when Sheerness was celebrating the 25th anniversary of the *formal* establishment of a lifeboat in the port – although there had in fact been a lifeboat on trial there for two years before that.

This early period makes very interesting reading, for it covers the time in which an unusual lifeboat carried out services in the area.

This lifeboat was the only one of her class, a 40ft boat based on a Halmatic hull and bearing the number 40-001.

Skegness Lifeboats

by Lt Cdr F. S. W. Major RNVR and Coxswain P. D. Martin
published by Skegness Lifeboat Station at £4.75

ISBN 0 9527200 0 0

This nicely produced, 118-page volume paints a detailed and lively picture of this east coast lifeboat station from the very first, pre-RNLI boat of 1825 through to today's carriage launched Mersey.

The two authors share the tale, the first up to 1977 with the later years coming from the pen of the current coxswain.

Situated almost at the point where the north sea becomes The Wash, the station covers an intriguing area of open water and tricky shoals which has led to many an interesting lifeboat service.

Well illustrated and with the narrative backed up with comprehensive appendices of the boats, coxswains and services Skegness Lifeboats is a comprehensive guide to the lifeboat station and its boats over the past 170 years.

The book can be obtained from Skegness Lifeboat Station, Tower Esplanade, Skegness, Lincolnshire PE25 3HJ for £4.75 including post and packing.

All proceeds from the book go to the station.

She was the first RNLI lifeboat to be built in glass reinforced plastic (GRP), and with her maximum speed of 19 knots showed the Institution's continuing interest in fast boats following the introduction of the Waveney in 1964.

Indeed the prototype Waveney also appeared in those pre-establishment days, covering for 40-001's absence, but when the Nelson-type moved on for further trials her place was taken by 46ft Watsons, the former Holy Island lifeboat *Gertrude* being there when the station was formally established in 1971.

However three years later Sheerness had a Waveney again, in the shape of *Helen Turnbull* – which was destined to serve at the station for 22 years, being replaced only when a new Trent class arrived in 1996.

Jeff Morris's account of the station's busy quarter century follows his normal format, with plenty of detail of the more interesting services, relief lifeboats and the crews which manned them. As usual there are many interesting illustrations, reproduced simply to keep the cost down to its low level.

The History of the Sheerness Lifeboats can be obtained from Jeff Morris at 14 Medina Road, Coventry CV6 5JB at £2.50, including p&p.

General interest...

The Call of the Sea

Britain's Maritime History 1900-1960

by Steve Humphries

published by BBC Books at £16.99

ISBN 0-563-38722-X

The Call of the Sea has been published to coincide with the screening of a BBC television series of the same name which was due to start on March 15 – after this issue of *The Lifeboat* had gone to press.

If the series reflects the contents of the book it will make interesting viewing, being based on the recollections of those who actually served at sea during the 60-year period covered. During the first half of this century

Britain's role as a seafaring nation was major and diverse, which is reflected in the subjects covered.

The lifeboat service features strongly in the final chapter – For Those in Peril – and the episode which covers this should be essential viewing for those with an interest in lifeboats.

In Brief...

A Dog Collar in the Docks

by Bob Evans

published by Countywise at £5

ISBN 0 907768 76 8

An interesting autobiography of the author and his work as a minister with the Mersey Mission to Seamen (who benefit from the book) over almost 30 years.

For the yachtsman

Learning the Rule of the Road

by Basil Mosenthal

published by Adlard Coles Nautical at £7.99

ISBN 0-7136-4529-6

It is a safe bet that everyone using the roads has at least read the Highway Code (even though one sometimes doubts it!), yet a surprising number of those who go to sea in small boats have a very sketchy knowledge of the maritime equivalent.

Perhaps it is the impenetrable full title of the Collision Regulations, or the heavy prose of the official version; it may even be that the lighter traffic and apparently small risk of collision at sea lulls some people into a false sense of security.

The last has never been a reason for not knowing the collision regulations and the first two excuses wear thin in the light of very readable explanations such as Basil Mosenthal's concise paper-

back.

Here you will find the essence of the rules, the lights and shapes to be shown and sounds to be made together with the full text of the Regulations for those who wish to delve deeper.

Even if you do not commit to memory what normal lights plus three all-round greens in a triangle indicate, it would be advisable to have the book on board for reference – particularly so since you would be looking at a minesweeper which is dangerous to approach within 1,000 metres!

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.

SCENE FROM ABOVE

The RNLI's lifeboats are part of the UK's overall Search and Rescue Facility and often work closely with their airborne counterparts.

Jim Ferguson, press officer of the Aberdeen branch of the RNLI, looks at HM Coastguard's helicopters – with some advice on what to do in the event of a helicopter rescue...



The British government's criteria for search and rescue (SAR) helicopter coverage requires aircraft to reach any point up to 40 miles offshore within one hour by day and 100 miles within two hours by night. To meet their commitments, HM Coastguard currently spends some £9m to operate a contracted fleet of four Bristow Sikorsky S-61N helicopters, based at Sumburgh, Stornoway, Lee-on-Solent and Portland; the Irish Department of the Marine maintains a similar Bond helicopter at Shannon.

In 1996 the UK-based aircraft flew 625 missions, bringing the total number of calls handled by HMCG, Irish and British oil company helicopters since the first (Bristow Whirlwind-equipped) unit was formed at Manston in 1971 to 6,600.

Also heavily involved in maritime SAR helicopter tasks are two Royal Naval units, with Westland Sea Kings at RAF Lossiemouth, Boulmer, Leconfield, Wattisham and Chivenor, and the Westland Wessex of RAF Valley and two Irish Air Corps units operating an Alouette at Baldonnel/Casement and a Dauphin at Finner Camp.

Shell Expro's Bristow Bell 212 is also available in the East Shetland Basin and, if necessary, HMCG can call on additional units as required.

Coastguard and military helicopters are normally at 15 minutes' readiness between 0730 and 2100 daily, reducing to 45 minutes at other times, although typical reaction times are somewhat less.

The normal operational radius of the S-61N (a slightly larger variant of the Sea King) is around 150 miles at a 110-knot cruising speed and endurance is a near to four hours – including 30 minutes on task. It also has a fuel dump facility to bring it down to hover weight.

The usual flight crew is Captain, co-pilot, winch operator and winchman/woman, all of them more than meeting their contracts' demanding experience requirements and all wearing immersion suits and helmets.

Equipment

The S-61N's cockpit instrumentation is virtually to jet airliner standards, with an equally comprehensive range of specialist role and communication equipment which has been developed to handle all aspects of long-range/all-weather SAR tasks.

Flight instruments include dual radar and barometric altimeters, GPS linked to the basic navigation suite, multi-functional situation and engine instrumentation, automatic flight control system with auto-hover, search and weather

Main photo: The Stornoway-based Coastguard helicopter exercises with Barra lifeboat – photo John Booth HMCG Barra.

Below: The Coastguard's Sumburgh-based Bristow Sikorsky S-61N Rescue Oscar Charlie on exercise with Lerwick's Arun class Soldian – photo Kieran Murray.



radar, instrument landing system, winch controls, cockpit voice and flight data recorder, two 14-person Helirafts and a portable 180gpm diesel pump.

Communication equipment is equally sophisticated: dual VHF(AM) radios, VHF(FM) radio, HF radio, UHF radio, (all with homing facilities) and individual crew beacons. A Forward Looking Infra Red (FLIR) package is also fitted and is capable of detecting minute temperature difference between, for example, a floating survivor and the surrounding sea.

The standard winch cable length is 300ft with a maximum load of 600lb and variable hoist speeds – this is normally controlled by the winch operator, but can be controlled remotely by either pilot.

Although most approach, hover and position information is provided in the form of a 'running commentary' by the winch operator, he or she also has a limited horizontal facility at the door position.

The core of the Bristow system is its auto-hover package which, when manually set with the datum, has the aircraft complete a circuit and then come to, and hold, an into-wind hover over the position at any pre-set altitude between 40ft and 199 feet.

Apart from normal winching techniques, aircrew will often opt to carry out a 'highline transfer', in which a thin 150ft cord is attached to the end of the winch cable and lowered from overhead.

This is typically used for yachts or vessels with cluttered top hamper and in heavy sea states. The line is pulled in by the casualty as the aircraft descends to a suitable lower level and the transfer of people or equipment then continues in the normal way.

The manoeuvre is exercised regularly on training flights and all seafarers of whatever discipline would be wise to have at least a basic knowledge of its workings.

The S-61N's capacious interior (during one rescue, the Sumburgh helicopter was carrying no less than 31 survivors!) means that there is adequate space for aircrew, winch position, FLIR display, boxes of specialist equipment, long-range tank, two observation positions with bulged windows – as well as passengers!

The aircraft's winching position is just aft of the cockpit, so downwash is rarely a problem when dealing with small craft, although varying the machine's height will often help.

Up to three stretchers, capable of being slung from the winch cable, can be carried plus a comprehensive first aid kit – some of which is contained in backpacks so that it can be lowered to the casualty. There are also portable and fitted Entenox and oxygen cylinders, a defibrillator, blood transfusion and pressure monitors, suction equipment and so on.

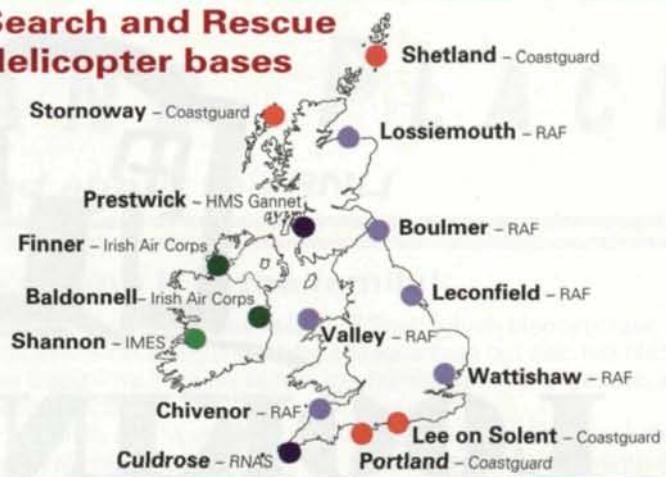
All aircrew have undergone and remain current in advanced first aid skills, some to paramedic standard and, if required, health authorities can provide a doctor.

On the receiving end

Captain Paul Bentley, Bristow's Sumburgh Chief Pilot, says:

'Simply put, do as we tell you, no more,

Search and Rescue Helicopter bases



no less. Secure all loose gear and lines as best you can before we arrive. If you have a radio, then we will brief you on what we require you to do; if not, then follow aircrew hand signals or read blackboard messages.

'Never, ever secure the winch cable or highline – if either should part, they can fly up into the rotor discs with potentially lethal consequences.

'Don't attempt to grasp the winchman to help him aboard, otherwise you risk acting as an earth for the helicopter's static electricity, and don't fire flares or rockets when we are close to you.

'Listen to what the winchman tells you, and if you're not sure, ask. When in the strop, keep your arms firmly by your sides, otherwise you run the risk of falling out.

'To sum up: keep calm and let us get on with it.'

The techniques used by the Military helicopters may vary slightly, but are generally similar to those described and used by the Coastguard helicopters.

AND LOOKING UP...

Mike McHugh is now the RNLI's Trials Team Coxswain, which, combined with his past experience as Staff Coxswain, means he has probably seen the underneath of as many helicopters as anyone...

'The first thing you'll notice when a helicopter comes overhead is the noise it creates and the downwash from the rotors. If you're not used to it, it can completely disorientate you, but we exercise so often with the helicopters that we're thoroughly acclimatised to it.

'Just as the crew of the helicopter ask you to trust them and get on with it, do the same on the lifeboat. If you're going to be hoisted from our deck then the crew will have you in the right place at the right time and help the winchman get you into the strop.

'Normally we're asked to steer a particular course and speed, if the weather and sea allow, so that the helicopter has a suitable headwind to fly into.

'The helicopter's door and winch is the starboard side, so he'll come in over our port quarter while we hold a steady course. If we veer off to port he'll lose sight of us, which is pretty tricky for him!

'We can winch either from the foredeck or the aft deck, depending on the lifeboat and the conditions.

'The coxswain will be overseeing the whole thing, with a helmsman on the wheel and another crew member acting as 'flag

man'. He'll be at the opposite end of the lifeboat to the winching, standing where everyone can see him, because unless there's a co-pilot in the helicopter or an emergency there won't be any radio communications during the winching. The pilot is already receiving a constant stream of information from his winchman.

'Holding up the red flag means 'don't winch' or 'break off winching' while the green flag means it's OK to start and to continue. The green is held up all the time the winching is taking place, to confirm everything's OK and also to give the pilot an indication of the wind direction.

'It can also be a bit worrying the first time you're lifted off – one minute you've got your feet on a deck that's going up and down the waves and the next thing you know is that you go up... and just keep going!

'Don't wriggle about, just hold your arms down at your side like you've been told, and don't try to help yourself. When you arrive at the aircraft the winchman takes over. He'll turn you round and pull you in through the door in a sitting position – making sure that you don't hit your head on anything.'



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PEOPLE AND PLACES

around and about the RNLI



Keeping it in the family!

Stephen Simmons, new recruit of Sheringham lifeboat crew, not only has all the skills required to be a lifeboatman but also has lifesaving in his blood – he joins his father, the helmsman of the lifeboat, and elder brother Scott who is also a crew member!

Stephen and Scott grew up learning the ways of the sea through yacht racing, which their father, Terry became involved with when he moved to Norfolk from north London in 1967.

Around the country there is a long history of families within lifeboats crews, especially brothers, but it is very unusual to have three members in the same crew.

Speaking to local newspaper, the Eastern Daily Press, David Mann, deputy launching authority of Sheringham lifeboat said, 'I've been here over 20 years and never known a father and two son in one crew.'

As with other lifeboat crews with more than one family member, the Sheringham crew does not allow all three men to be out on the lifeboat at the same time. This precautionary practice started in the last century when the death of a father in a drowning accident meant the oldest son would have to be the breadwinner. If no male descendants were left, the family would be consigned to the workhouse.

Other than this, the Simmons family do not enjoy any special treatment. Terry tells the Eastern Daily Press, 'We all work together like the other crew members.'

Terry Simmons, centre, with his sons Scott, left, and Stephen, who has recently joined the crew.
Photo: Eastern Daily Press

Continued on page 36

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BLOSSOMS

Where do we go from here?

RNLI lifeboats have a nominal working life of some 20 years, so when the Institution's current slipway-launched lifeboats reach the end of their two-decades of work in 2003 there will be an obvious need to replace them – but what should that replacement be?



Top The 47ft Tyne class has served the RNLI well since her introduction in 1983, but the class will need replacing from 2003 when they reach 20 years old.

Below The size of the latest boathouse reconstruction at Angle was one of the benchmarks when considering the new slipway class. In the event a lifeboat size was chosen which would fit in half of the existing houses – leaving Angle with plenty of room for the new boats.

This question was posed nearly three years ago when the first steps were taken towards a new lifeboat, to enter service almost a decade later. Designing a boat is nowhere near as simple as it looks, and is certainly not just a case of sketching out a good-looking shape on a piece of paper. Even if you're designing the boat for yourself there will be several, often contradictory, 'musts' to incorporate, and when you're designing a new class of lifeboat the list of 'musts' is very long indeed.

All of the RNLI's new lifeboats are designed in-house, but the designers still have 'clients' – the crews on the coasts who will use the boats and the people who will operate and maintain them – and these clients are tough ones with specific features which must be included.

Slipway launching adds yet another dimension, for as well as having all of the other lifeboat attributes a slipway boat must also be compact enough to fit in a boathouse; light

enough to recover by winch and her propellers must be fully protected while she is ashore.

In 1983 the Tyne was the best boat that could be produced for the task, but in the ensuing two decades much has changed – electronics and building materials have progressed and power units are lighter and more reliable for a given power. Simply to build more Tyne's would be to miss an opportunity to develop a lifeboat which is as big a leap ahead of the Tyne as she had been ahead of the 9-knot double-enders.

In the very early stages thought was given to modifying the Tyne design – but with more speed and the need to carry a 'daughter boat' identified as major life saving aids considerable modification would be needed. So much, in fact, that it was simpler to start from scratch.

And what of the factors that had been traditionally taken as read? Lifeboats always had propellers and not water jets; lifeboats had traditionally been recovered stern first on to their slipways, and lifeboats had to be designed to fit their boathouses.

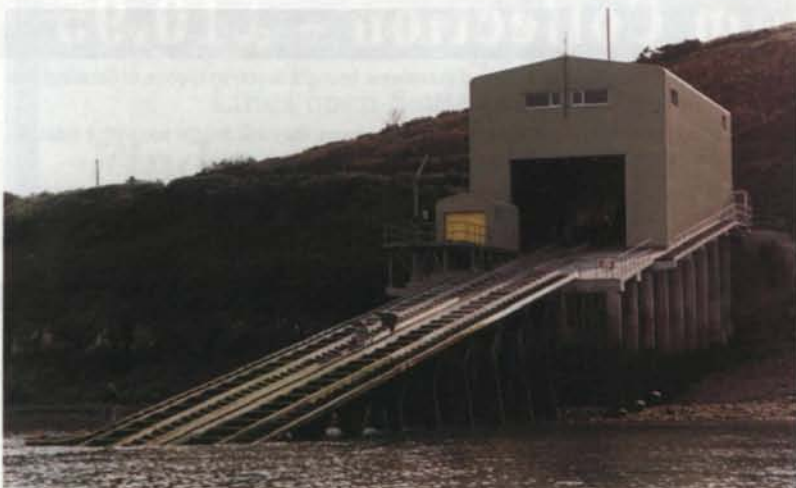
Or did they?

First considerations

One of the great opportunities provided by the Tyne replacement – known as the Fast Slipway Boat 2 – was to take a look at the wider picture, which is exactly what the first working party did in 1994, when the whole concept of the new design was first brought under one umbrella.

The Operations department first set out its stall with an outline set of requirements. Experience had told them that the 25 knots of the new Trents and Severns was a lifesaver, and that the ability to carry a readily launchable Y class for work close to the shore was invaluable. So these were built into the requirements – along with inherent self righting and other traditional lifeboat attributes.

A project team was then formed and took



up the challenge, involving the designers and operators and the surveyors, engineers and electronics experts who would be maintaining the boats through their working lives. The Shoreworks section was also part of the team, as it would have to build and maintain suitable boathouses. Brainstorming sessions with coxswains and others involved in running the boats helped to refine the requirements, and the project team set to work.

First it went right back to square one, looking initially at whether there was a need for slipway-launched lifeboats at all. The position of slipway stations had been determined by 19th century criteria, and modern boats and harbour developments could have changed the situation.

In the event it was accepted that somewhere between 15 and 25 stations would remain slipway-launched in the foreseeable future, and the conclusion was that a replacement slipway boat was needed.

But did this boat need to fit existing boathouses? The Tyne had been designed around this constraint, but was it reasonable – and economic in the long run – to produce a design which would go into service in the 21st century with limitations which could have been imposed by 19th century pulling and sailing boats?

Slipways are very exposed structures and need constant repair and maintenance, so major rebuilds occur more frequently than at other types of station. This rolling programme of rebuilding, tied in with boat replacement, could provide boathouses for larger lifeboats if needed.

Several options were considered. For example, could operational needs be met by a boat which fitted all existing boathouses? Or by one which fitted half of them? Or even by a design which would fit only the largest of the recently refurbished stations?

All of these possibilities were thoroughly examined, not just on the basis of initial expenditure on lifeboat and slipway, but also looking at 'through life costings' taking into account such things as the lower maintenance costs of the modern replacement buildings.

Still working on general principles the project team concluded that they needed a length of 15m (just over 49ft) to achieve the operational requirements, with an available height of 5m and a width of 5.5m.

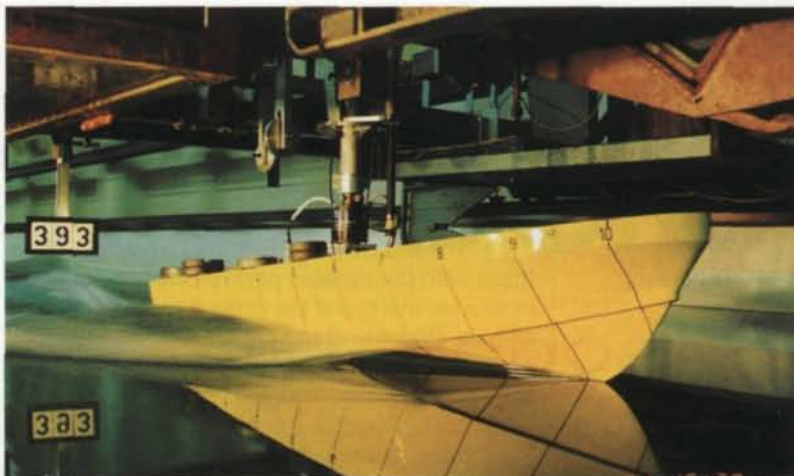
This size of boat would fit approximately half of the existing boathouses, and the costings made sense when taken over the whole life of the boats and buildings.

Enlarging the smaller half of the RNLI's slipway stations also made sense when planning for the future – as the working party was aware that its successors in 2020 would find 19th century-size boathouses even more of a problem than they were today!

Only when this concept was accepted and approved could work start on converting this agreed rectangular box shape into a workable lifeboat.

The design takes shape

It may seem strange that the actual designing of the lifeboat started at what appears to be a fairly late stage – but this is in the nature of boat design



which has so many variables that it's hard to find any constants!

Experienced designers know, from established principles and accumulated experience, what basic dimensions are required and the many possibilities available.

Speed, for example, is affected by weight and engine power – the power-to-weight ratio. The designers could use a simply-built, heavy hull and achieve the required ratio with light-weight, high-output engines, or they could use a sophisticated lightweight hull with lower-rated engines. Both options have an affect on reliability and maintenance.

Looking at the wide variety of boat shapes it is hard to believe that each is related to the other. By starting with a dugout canoe and then lengthening, widening, changing the cross section and fiddling with the shape in other ways it is possible to arrive at racing yachts, speedboats or supertankers, merely by a process of evolution.

So, even when a naval architect sits down with a blank sheet of paper, his pen is influenced by other boats, his own and from other designers, and he evolves a new variation on a theme to suit the particular needs.

With so much data already available from the new 25-knot hulls for the Trent and the Severn it was inevitable that FSB2 would share many of their characteristics – so the starting point for the new hull was the Fast Afloat Boat shape (the Trent and Severn have virtually the same hull shape, even though they differ in size and almost every other respect).

The new hull would need to differ from the afloat boats in some ways, but with all of the full size and test tank model data available the effect of any changes could be predicted with accuracy.

While work went ahead on the basic shape, making use of extensive tank testing, studies were carried out on the other major variables – jet drive, fixed or controllable pitch props, and bow- or stern-first recovery.

Eventually the team concluded that the new lifeboat should have propellers. Although jets were not ruled out for future applications props were the answer for this particular job. The jets had proved to be very manoeuvrable, but from the operational standpoint there was less in the way of documented reliability figures, particularly at launch and recovery

Tank testing one of the possible permutations of hull, propeller tunnel and keel configurations. Once adequate data is recorded and correlated against full-size behaviour the effect of changes to most parameters can be predicted with surprising accuracy.

Where do we go from here?

Continued

where there was a possibility of picking up stones and other debris.

Meanwhile the tank tests were also showing that an extra metre of waterline length would be beneficial, and within the overall 'envelope' size the length taken up by the overhanging jet unit could better be used for this extra hull length.

The prototype Severn had already been fitted with controllable pitch propellers for extensive trials, and the project team and many lifeboat coxswains and crews were able to gain experience with this system. The final decision as to whether the propellers should have fixed or controllable pitch is still to be taken.

Bow- or stern-first recovery was also investigated at the same time, and it was decided that there was nothing to gain overall by changing from the traditional stern-first method. Agreed it was easier to drive the boat onto the slip, especially with one engine out of action, but an additional, level boat's length would be needed in front of the boathouse so that she could be turned for re-launching. The expense of this (and having to push the lifeboat over the level area before gravity took over) was enough to tip the balance. Stern-first recovery it would be.

Refining the concept

While these options were being decided the tank tests had been steadily refining the hull. First of all with nine models, then whittling this down to three, to examine tunnel and keel shape, and then finally down to one preferred form.

The RNLI has become expert in using tank-test and full size data to predict the effect of changes, so the data from the discarded hulls was far from wasted. Armed with this valuable data, and that from the Trent and Severn tests, the final hull form could be adjusted and honed with predictable results until a final shape emerged.

Although even manoeuvrability trials can be carried out in the testing tank several of the shapes and configurations were also run on more open water (a nearby lake) using radio

control. Handling and directional stability are key factors in lifeboat design, and although heading into the weather may look spectacular the most difficult conditions are, in fact, when heading away from the seas – when a broach (rounding up across the waves) can be extremely dangerous. Directional stability is therefore perhaps the most valued attribute, with up-sea behaviour and hull resistance as the next priorities.

Some aspects of handling can only show up under particular circumstances, and when one of the free-running models resolutely continued turning to port even after starboard rudder had been applied it became one of the discarded configurations! Care has to be taken when interpreting the free-running model tests though. In the most spectacular free-running incident one of the model hull shapes went out of control and climbed the bank out of the lake – but the problem turned out to be nothing more serious than confused thumbs on the radio control sticks!

The production boats

With the hull shape more-or-less finalised you might be forgiven for thinking that the new lifeboat was almost ready to build. But no, that is really only the beginning, for now the details of the propulsion system (engines, gearboxes and props) have to be finalised, the hull construction agreed and the layout, controls and equipment incorporated.

At this point the RNLI is looking at another new route. The Institution probably knows more about lifeboats than anyone else, but there are specialist areas such as production engineering in which it doesn't have, or usually need, the very latest expertise.

In the development of the new boats from this point on the RNLI is considering pooling its lifeboat skills with those of the commercial world.

A number of contractors were approached and, if and when, a yard is chosen it will work with the RNLI's project team to produce the detailed drawings and specifications, by the end of 1997, before embarking on a four phase programme. This will lead to the building of the first four production members of the new class – ready to take their place on lifeboat slipways by 2003.

Phase One will see the building of an experimental boat to prove the hull form, propulsion system and the launch and recovery capabilities. This boat will have the bare minimum of fitting out (using cheap ballast to simulate expensive equipment) and might, for example, not even have a fully fitted-out wheelhouse.

With the hull form proved the experimental boat will be fitted out to normal lifeboat standards and assessed as a prototype by at least one operational lifeboat station. Crews will have the opportunity to get to know the new boat in depth and suggest changes for the production boats.

Once the final layout and equipment has been agreed a pre-production boat will be built to enable the boatyard to test its production methods. This will be a full-blooded lifeboat for the relief fleet, the only thing on test being the builder's production methods.

With any building snags ironed out the fourth phase gets under way, and the new Fast Slipway Boat 2 begins its production run.



Some of the tank test models for the new Fast Slipway Boat were converted for free-running, radio controlled handling and manoeuvrability trials



Copies of these photographs can be obtained direct from Hunting Aerofilms – for details see News pages.

High Seas

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



Hayling Island – South Division

Hayling Island, on the coast of East Hampshire and connected to the mainland by a road bridge, has Portsmouth to its west, Chichester Harbour to the east and the English Channel on its southern shores.

Hayling's Atlantic 75 and D class lifeboats, are housed at Sandy Point in the new boathouse (seen below) which incorporates a crew training room and small museum which is open to the public every Sunday from 1030 am – the lifeboats are launched down the short wooden slipway.

Main photo (left) Ref 638594

Detailed photo (below) Ref 637391



Bridlington – North Division



Bridlington lifeboat station, established in 1806, is one of the oldest in the country – the all-weather lifeboat station can be seen in the centre of the detail photograph. Bridlington's carriage launched Mersey class, *Marine Engineer*, is towed by tractor a short way down the road to a slipway which leads onto the beach.

The station's D class, *Lords Feoffees*, is housed in the recently built boathouse situated just past the bottom of the slip.

Main photo (left) Ref 646794

Detailed photo (below) Ref 646802

Spotter's guide

Part two



In the Winter 96/97 issue, spotter's guide to lifeboat classes looked at the lifeboats of the Institution's all-weather fleet. In this issue, we bring you the inshore lifeboats and the only intermediate class in the fleet, the Brede.

Brede



Length
10m (32ft 9in)
Beam
3.7m (12ft 2in)
Displacement
Approx 9 tonnes
Speed
18.6 knots
Range
140 n. miles
Crew
4
Construction
Glass Reinforced Plastic (GRP)

Introduced in 1982, the **Brede**, although an intermediate class rather than all-weather, can generally operate in any conditions experienced at the stations to which it is allocated. Designed to lie afloat, the Brede is based on a commercial hull design giving it a 'pilot boat' appearance. It is of a relatively small size with a fairly bulky wheelhouse and a shallow, reversed sheerline. Propellers are not protected.

Maintaining standards

All RNLI lifeboats are subject to a regular maintenance schedule to keep them in top condition and give them a long operational life. Lifeboats are launched at least once every two weeks to test all systems.

If routine inspections reveal no problems, housed lifeboats undergo complete surveys every four years. Surveys last several weeks and include opening up the boat for detailed examination and a com-

plete overhaul where necessary. For boats kept afloat or on open beaches, however, there are complete surveys every two years in addition to routine inspections.

Backup staff of marine engineers, mechanics, electronics engineers, and surveyors deal with specialised repairs at the station but if a lifeboat is badly damaged and has to be sent to a boatyard, a relief lifeboat is sent to the station.

Length

6.9m (22ft 9in)

Beam

2.44m (8ft)

Displacement

Approx 2,750lb

Speed

29 knots

Endurance 3

hours at max.

speed

Crew

3

ConstructionGRP hull with
hypalon-coated
nylon tube

Photo: Rick Tomlinson

Atlantic 21

Atlantic or **B class** lifeboats are rigid inflatables which can operate in both daylight and darkness. In the event of a capsize, a gas bottle can be activated to inflate the righting bag – turning the lifeboat upright in seconds. The engines are inversion-proofed and can restart after a capsize.

The Atlantic 21, which takes its name from Atlantic College in Wales where it was first developed, features a GRP hull with inflatable sponsons, a rollbar assembly above the engines on the stern and can be identified by the operational number on side tube. The class was first introduced to the RNLI fleet in 1972.

Length

7.3m (24ft)

Beam

2.64m (8ft 8in)

Displacement

Approx. 3,200lb

Speed

32 knots

Endurance

3 hours at max.

speed

Crew

3

ConstructionGRP hull with
hypalon-coated
nylon tube

Atlantic 75

The **Atlantic 75** is based on the Atlantic 21, which she is gradually replacing. Developed at the RNLI's Inshore Lifeboat Centre at Cowes in 1992, she is slightly longer and broader than the '21' – the '75' part of her name is derived from her length of nearly 7.5m. Even though her twin outboard engines make her the fastest lifeboat in the fleet, her hull design provides a softer ride than her predecessor for the three man crew and survivors.

Atlantic 75's can be differentiated from the Atlantic 21 by their operational numbers – Atlantic 75's are over 700 and Atlantic 21's under.

Spotter's... Part two
- continued.

D class



Length
4.9m (16ft)
Beam
2m (6ft 7in)
Displacement
Approx 745lb
Speed
20 knots
Endurance
3 hours at max. speed
Crew
2 or 3
Construction
Nylon coated with hypalon

The **D class** is the most numerous of the inshore fleet and was introduced in 1963 as the first inflatable lifeboat. It has a single outboard engine and is ideal for rescues close to shore where larger lifeboat cannot operate. The D class can only operate in daylight and can be righted manually by the crew after a capsize.

Identifying features include a single outboard engine, operational number on side tube and prominent orange spray canopy.

C class

Photo: Rick Tomlinson



Length
5.3m (17ft 6in)
Beam
2.2m (8ft 8in)
Displacement
Approx. 1,300 lb
Speed
27 knots
Range
140 n. miles
Crew
3 or 4
Construction
Nylon coated with hypalon

The **C class** was developed to operate all year round, day and night in locations where larger lifeboats cannot operate. Introduced in 1979, the C class is visually very similar to the D class but larger and with twin engines to give night capability. She can be manually righted after capsize as with the D class. Identifying features include twin outboard engine and operational number on side tube.



The Fundraisers

Helping hand



The Mayor of St. Albans, the Revd Cllr Robert Donald, assisted St. Albans and district branch with a successful collection on 13 December 1996. The collection took place outside Safeways supermarket in Fleetville, St. Albans and raised an impressive £626.

Revd Cllr Donald, also president of the branch, is shown centre of the above photograph with supermarket store manager, Alex Johnson and RNLI stalwart supporter and committee member, Thelma Willcox.

Good sports

For the past 20 years Irvine Boat Owners Association has organised and run an annual dance and raffle in aid of the Troon lifeboat. At their latest function, the association's chairman, Ian Johnson presented a cheque for £1,490 to Coxswain Ian Johnson.

Many local tradesmen, businesses and club members donate prizes for the event which has, over the years, helped the association donate some £16,000 to the RNLI.

Dracula dosh



Hythe Hookers, the all-ladies group seen here as cash-sucking Draculas, raised £1,000 in sponsorship money for Institution funds.

Dreadful Draculas, harem ladies, Father Christmas and youngsters painted with woad were among the 100 rowers who took part in the annual race on the River Blackwater, Maldon Essex on Boxing Day. Despite freezing conditions, a flotilla of 35 boats took part in the 5km race supported by over 500 spectators – there were single oarsman and women, coxed pairs, multi-crewed vessels and the inshore lifeboat from Walton and Frinton was in attendance.

The event, run by the Maldon Little Ship Club, raised over £3,500. The trophy for the boat sponsored for the most money was won by the all-ladies group, Hythe Hookers who raised £1,000. Organiser, Mike McCarthy and local RNLI representative, Ken Harrington both declared it another successful event.

Doing the rounds



Rita Dixon, member of Mirfield ladies guild, organised a sponsored bed and wheelchair push around Dewsbury and District Hospital raising £264 for the RNLI. Rita, an employee of the hospital, was joined by her son John, colleagues Joan Manning and Val Riding; and was also assisted by Laura Freer and Whitby lifeboat crew member, Treve Ellis.



Support divers

Members of Goole Sub-Aqua club, along with family and friends, recently raised £232 for the Sport Divers Appeal by pushing their diving support boat around the streets of St Abbs in Berwickshire.

The appeal, which has so far raised £15,000 was launched in April 1996 and will run to December 1997 – the aim is to raise £70,000 to refurbish St Abbs lifeboat station.

The appeal has the support of Britain's three diving organisations – British Sub-Aqua Club, Sub-Aqua Association and the Scottish Sub-Aqua Club.

£ The Fundraisers £

And the winners are . . .



Mr David Scott, Volvo dealer development team leader Scotland, clutches the winning ticket for the Scottish grand draw which took place on 6 November 1996. Mrs Heather Dixon of Lochgilphead scooped the first prize – a brand new Volvo car.

The South East regional Volvo car draw took place on 24 October 1996 and raised £50,000 from ticket sales. Winner of the first prize, a new Volvo car to the value of £12,500, was Mr W Trotman of Edgeware.

A reverse invasion!

Holiday makers from the Midlands who invaded the Welsh coast during the Summer of 1996, returned the warm welcome when Aberdovey's station honorary secretary, Dave Williams and crew members, Charlie Bartlett and Dave Bowen, visited Stourbridge on 30 October 1996 to talk to local members and supporters.

Armed with videos illustrating the work of the Institution and the training undertaken by crew members, they gave an insight into the running of a station and told of the co-operation needed between the various rescue services.

Having persuaded Stourbridge's honorary secretary, Sue Coombes, to kit up, Charlie and the two Daves talked their audience through a 'shout' from start to finish. Sue found putting the gear on more difficult than it looked – the crew said she would definitely have missed the boat!

No-one was left in any doubt of the commitment, courage and skills required of the RNLI's volunteer crew members and the vital support of the fundraisers and members of the public – the evening raised some £230 for lifeboat coffers.

Not all submissions received for the Spring 1997 issue are featured and may appear in a future issue.

Guide for fundraising

International Paint are helping to raise funds for the RNLI through their booklet 'Complete guide to boat painting' which is available free from boat chandlers. Each month the company holds a prize draw from replies to a questionnaire contained in the booklet and the winner receives five litres of antifouling – the same protection used on RNLI lifeboats.

For every entry received the company donate £1 to the Institution – and with over 3,000 entries already recorded, the donation is hoped to reach a substantial sum.

Gala cheque



Members of Anstruther lifeboat crew and gala committee hand over a cheque for £5,000 to Kieran Nash, deputy divisional inspector of lifeboats for Scotland. Proceeds were from Anstruther gala day which was held on 13 July 1996.

Photo: William Flett

Violet's dolls



Thanks to stalwart fundraiser Violet Howes, who has been knitting dolls and selling them in aid of the Institution for over 15 years. Although Violet is nearly 85 years old and suffering from arthritis, she produces a wide range of quality toys, including cheery clowns and Wurzel Gummidges – the proceeds from which are regularly sent to Abersoch lifeboat station.

Rock appeal

The total for Rock lifeboat and station appeal, launched to fund the station's new D class lifeboat, station improvements and shoreworks, has now reached £128,000. This is the first time that money has been raised in Cornwall to pay for a lifeboat and station in the county and any contributions to help reach the appeal's target of £150,000 would be greatly appreciated.

One of the latest fund raising events in aid of the appeal was a celebration ball and auction. A total of £2,626 was raised from the event with notable auction bids of £500 for a hand painted cupboard by local artist, Chalky Backland; £340 for a set of tea knives donated by none other than HM The Queen Mother; and £185 for a painting by another local artist, Ken Dilkbury. The whole event was generously supported by both local businesses and those from surrounding areas.

£ The Fundraisers £



Army farewell

A large marquee in the grounds of Pembroke Castle was the venue for a cocktail party and musical farewell to the Federal German Army on 14 October 1996. Six-hundred guests were entertained by the German Heeresmusik korps 10, the Welsh Guards and the local Griffon Choir.

When it was announced the German Army were leaving Pembroke after 35 years, it was decided that a farewell would be arranged to thank them for their long and close association with the Pembroke ladies guild. The evening, organised by the ladies lifeboat guild, was a huge success and raised over £4,350 for Institution funds.

The Welsh Guards' answer to Robson and Jerome at the Pembroke ladies lifeboat guild's 'musical farewell'.
Photo: Martin Cavaney Photography

Inland support

So far this financial year, land-locked Leominster branch in Herefordshire, has raised over £1,300 from the sale of souvenirs and gifts. Branch members regularly take their wares around shows and fairs, increasing sales income with the sale of bric-a-brac and

home-made cakes and preserves.

Pictured right, from left to right are supporters John and Marilyn Archer; Mike Kimbery, Chairman of District Council with wife, Jean; Roger and Hilary Hunt, Mayor and Mayoress of Leominster; and Bob and Ann Ellis, joint branch souvenir secretaries.

Record breakers



Dittons Skiff and Punting club broke the channel crossing world record and raised money for the RNLI by rowing from Dover to Cap Gris Nez, in little over two hours and 42 minutes – a 25% improvement of the previous record!

The record breaking crew, pictured above in their 35ft cutter, raised £1,300 for the Institution as sponsorship money for the event at their regatta last September.



Central fundraising update

BT Global Challenge Round The World Race – By the time you read this *Toshiba Wave Warrior* will have completed the third leg, from Wellington to Sydney, and started the fourth to Cape Town. TV presenter, Michael Buerk is on the third leg, and Haydon Scott Edwards from Craster is our RNLI crew member on the fourth.

Simon Walker, the skipper, and the crew did extremely well on the first two legs, coming second and third respectively. Grateful thanks are due to all our sponsors, and we are well on course to fund the Atlantic 75 from the proceeds.

The race returns to the Solent in July, and shortly after Skandia, the sponsors of Cowes Week, have chosen the RNLI as their charity for the event.

RNLI International Golf Classic – You should just have a chance, if there are still places, to play in this event, which takes place over 24 and 25 April. Up to 1,500 golfers, in 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.

London Boat Show – Cheques for over £100,000 were presented by the Royal Bank of Scotland to Ian Ventham at the show, the highest number of receipts for one year from use of the card, and for £10,500 from Cable & Wireless (Marine), as a result of a very active employee fundraising campaign.

Tesco – The national collection days will be on 23 and 24 May, and local fundraising will be co-ordinated by the regions.

New products – An RNLI telephone card is shortly to be marketed by Tele Virtual Call Card, through collector's magazines and various retail sources. It will be available in various price denominations.

Two high quality model lifeboat kits will now be available in model shops.

The first is a Trent, produced by Model Slipway, and the second a classic double-ended Watson kit, produced by Wyrelight Models.

Marks & Spencer will be producing their floating D-class soap-dish for sale in their stores for Father's Day.

Current products – A wide range of products are available – from credit cards to health care, from photographic to travel, together with all sorts of insurance – marine, motor, buildings, contents and pets. In fact, the insurance side is now even stronger since RAC Insurance Services have merged with Guardian Direct to produce a very powerful group.

This issue of *The Lifeboat* also carries an insert from Charity Guild, a new grouping of several charities formed by Webb Ivory, which gives us the advantage of much greater circulation of the scheme. We get a return from each of these products so please encourage their use.

£ The Fundraisers £

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 is already 200 strong and its first fundraising event achieved £1,020 at the town's festival of motor-ing where volunteers sold souvenirs and Volvo draw tickets.

In brief

A LOCAL RNLI supporter boosted **Helensburgh** station guild funds with a generous £1,000 donation. The surprise donation came after the highly successful Helensburgh guild coffee morning which raised £2,200.

Two collections at Safeway stores and the St. Nicholas shopping centre in Sutton were held by the **Sutton, Cheam and Worcester Park** branch at the beginning of the year – the total collected was £2,803.

A COFFEE morning was held last November by **Mullion and District** branch members at their local chapel raising £280 in little over an hour.

A FASHION show and several tea mornings organised by **Deerness** ladies guild, raised over £1,000 in just three months.

GEORGE Gibson, **Thurso** honorary secretary and member of the Scottish Independent Television Dealers Association (SITDA), recently handed over a cheque for £1,000 to Coxswain Billy Farquhar. The cheque was raised by the SITDA after a recent conference when the association held a charity raffle. The cheque was presented at a 'ceilidh run' by the **Thurso** branch committee, held in the Royal British Legion Club raising a further £500.

WHEN RNLI supporter, Mrs J. Lynn Belfield of Cheshire passed away last October it was decided that all donations in her memory should be given to the Institution. Mrs Belfield led an active sailing life for some 20 years and her mourners, most of who are connected to the RNLI in some way, donated a total of £125.



Buried Treasure!

Ron Warner, treasurer of Sennen Cove guild, is always looking for ways to raise RNLI funds – his latest venture, a treasure hunt, raised over £650. Using a large map of Derbyshire, Ron sectioned it off into cross referenced squares and 'buried' the treasure in a secret location. David Jones, area organiser for the South West, kept the secret combination in double sealed and signed envelopes.

The treasure hunt, which attracted entries from all round the country and abroad, came to a close on 12 October when Terry George, Coxswain of Sennen Cove lifeboat, revealed the secret combination. The winner, Mr S L Knowles of Birmingham, received his prize of some £220, along with a spade to dig up the treasure buried at 'orange F 20'!

Annabel presents

Top tennis personality Annabel Croft presented the prizes at a ladies and a men's tournament which raised over £15,500 for RNLI funds.

The Bonsoir Direct RNLI tennis tournament took place on 25 September 1996 at the Harbour Club and the Johnson Fry RNLI men's tournament was played at the Vanderbilt Club on the 2 October. Mrs Michael Campbell of the Central London committee once again chaired the committees for these two highly popular events.

Cheque up

Duckhams, oil suppliers to the RNLI, increased their contribution to the costs of supplying lifeboat engine fluids in 1996. A cheque for £20,000 was presented by Mike Stewart of Duckhams Oils in January 1997.

Reformed raisers

Although only recently reformed, Gloucester branch has so far generated over £5,200 for Institution funds. The first event, held on the 19 July 1996 and entitled 'Summer jazz in the engine house', raised some £490.

As well as the regular box emptying programme, other activities included committee member Jim Andrews in his second Severn crossing sponsored walk raising £300, two supermarket collections raising £1,430, attendance at Gloucester Docks boat jumble raising £270 and manning a car park which raised £100

Across the waves...

RNLI fundraisers all the way from the Falkland Islands visited Bishop's Waltham branch in August last year and presented a cheque for their most recent box collection, and a special

plaque. Falkland Islanders Angela Goodwin her parents Una and Robin have been collecting money for the RNLI for many years and regularly send cheques to the branch. During their visit Angela and Una were also invited to visit Hayling Island lifeboat station where they were presented with a wall plaque a framed, inscribed photograph of the station's inshore lifeboat.



Photo: Portsmouth News

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

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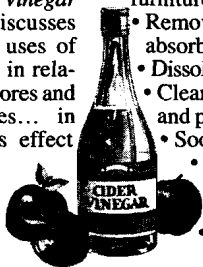
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£ The Fundraisers £

lifeboat funded

Representatives from Civil Service Motoring Association (CSMA) and Frizzell Financial Services jointly presented a cheque to the RNLI on 23 September 1996 for the purchase of an Atlantic 75 lifeboat at Portsmouth lifeboat station.

The money was raised by donations from CSMA members taking part in competitions and other functions and is the continuation of the support they have given RNLI since 1984 - within which time they have contributed nearly £250,000.

The naming ceremony for this lifeboat has been organised for 26 April 1997 at Portsmouth when VIPs from the RNLI, CSMA and Frizzell will be present.

Cash cycle



Thirteen young officers from Britannia Royal Naval College, Dartmouth took part in a charity event to raise money for the Institution - the aim was to cycle from Dartmouth to Porthcawl, in

Model citizens

A old lifeboat sailed into Maidenhead High Street in December 1996 to help 45 volunteers collect a record £2,138 throughout their flag day.

The Solent Class lifeboat model, seen above with three of the enthusiastic collectors, belonged to the Windsor branch but was recently put in the care of Maidenhead branch who restored her in time for the flag day.

The local committee is most grateful to all those helpers who gave up their time in bitterly cold weather and to the generous Maidenhead people for their support.



South Wales, a distance of 200 miles.

The team, who collected money throughout their journey, left the college on 9 December 1996 and arrived at their destination on 12 December.

On their journey the cyclists passed through Dartmouth, Torquay, Newton Abbot, Exeter, Taunton, Bridgwater, Bristol, Newport, Cardiff, Bridgend and finally, Porthcawl. The event received much media

attention and sparked public interest - people stopped to wave and cars sounded their horns as the cyclists crossed the Severn Bridge.

On arrival at Porthcawl, the cyclists

were welcomed by RNLI VIPs including Bev Stidard, area organiser for South Wales, and John Williams, station honorary secretary of Porthcawl lifeboat station.

The team collected over £3,000 and presented a cheque at a reception in the lifeboat station together with a chart of Porthcawl in the 19th century, which was donated by the Hydrographic office in Taunton.

Officer Cadet Martin McGrath, who organised the event along with twelve fellow officers said, 'Supporting the RNLI is something which comes naturally to people in our profession, and we chose Porthcawl because it was their lifeboat that fished our Divisional Officer out of the water on a number of occasions when he was doing hydrographic surveying work in that area a few years ago.'

Tim cruises in!

Lifeboat supporters from across London were joined by Tim Vincent, former Blue Peter presenter, at the Playscape Pro Racing kart track in Streatham on 15 November 1996. During the evening 14 teams battled it out in 160cc Honda Biz karts in a two and a half hour endurance race around the 400m track raising £3,458 for the RNLI.

Tim Vincent, brought a team along to race - cruising into fourth place without any double sided sticky tape or an empty washing-up bottle in sight...

The winning team, headed up by John Bungy of AMT, completed 322 laps during the race, at the end of which each driver in his team was presented with a bottle of champagne. Teams from the Baltic Exchange took second and third prizes, and a special 'Broken axle' trophy was awarded to Phillipa Dixon of Wunderman Cato Johnson, who lead the star team of the evening who came in 81 laps behind the winners!

The evening was a success and It is hoped that the sponsors, Duckhams Oils, will support it as an annual event. If any readers are interested in taking part in a future Endurance Kart Race (experts and amateurs are equally welcome), please contact the London events office on (0171) 839 3369.



PEOPLE AND PLACES

around and about the RNLI

Wick pick the winners



Coxswain Walter McPhee and crew members of Wick lifeboat picked the winning tickets in the 76th RNLI lifeboat lottery – the first time the draw has featured a top prize of £10,000. The crew who had been at RNLI headquarters for training on their new Trent class lifeboat, *Roy Barker II*, picked the winners on 31 January 1997.

The draw raised over £130,000 and the cash prize winners were:–
£10,000 Mr N F Calver, Ipswich

£2,000 Mrs J E Wooldridge, Surbiton
£1,000 Mr and Mrs Tatton, Staffs
£500 Mr A Dowsett, Winchester
£250 Mr J Seyfried, Essex
£100 Mrs M Simons, London; Mrs H Lewis, Durham; Mrs Westlake, E. Yorks; Mr A F Symms, Birmingham; Mr K Jagger, Cheshire
£50 Mr M Paidley, Cleveland; Mr J Sutton, Swansea; Lady Galsworthy, Somerset; Mr A E McIlwain, Uddington; Mr J Cox, Stenning.

Obituaries

With deep regret we record the following deaths:

October 1996

Mrs Peggy Mabe, president of Fishguard and Goodwick ladies lifeboat guild. Mrs Mabe was a founder member of the guild in 1961 and held the office of treasurer during her time on the committee, becoming president in 1989. She was awarded the Silver badge in 1977.

November 1996

Colonel Kenneth L. C. Wright MBE TD, former chairman of the Portishead branch. Ken joined the branch in March 1976, serving as chairman until October 1976 but remained an active member of the committee until his death. He was awarded the Silver badge in 1986.

Ken Speakman, former honorary secretary of Ramsgate lifeboat station for over 20 years.

Thomas Cocking (Snr), full-time coxswain of St Ives lifeboat between 1976 and 1989. Thomas joined the crew in 1952, and was appointed bowman in 1955, second coxswain in 1965 and retained coxswain in 1967. Thomas was also a crew member of the station's inshore lifeboat between 1964 and 1978. Thomas was awarded the Chairman's letter in 1972, Vellums in 1975 and 1977, Silver medal in 1997, long service badge in 1982 and a Silver second service clasp in 1984.

December 1996

Lady Norton MBE, a life vice president of the Institution. Lady Norton was elected to the committee of management in 1975 and served as a member of the fundraising committee from 1975 to 1985. In 1982 Lady Norton was appointed a vice president and then, in 1983, a life vice president.

Mrs Dorothy Blackburn, treasurer of the Halifax guild from 1979 to 1995. Mrs Blackburn also served Blackpool guild as honorary treasurer (1975-1987), chairman (1987-1993), vice chairman and

box secretary (1993-1994) and committee member (1994-1996). Mrs Blackburn was awarded the Silver badge in 1975 and the Gold badge in 1991.

Mrs Rita White, chairman of the Whitby guild from 1983 to 1990. Mrs White was secretary of the guild from 1976 to 1980, vice chairman between 1981 and 1984 was a honorary member of the Whitby lifeboat crew. Mrs White was awarded the Silver badge in 1990.

Alfred (Alf) Manning, Margate lifeboat coxswain from 1966 until 1982. Alf joined the crew in 1946 and was appointed bowman in 1955, and second coxswain in 1958. Alf was awarded a coxswain's certificate of service and a long service badge upon his retirement.

Tam Beattie, station honorary secretary of Arbroath lifeboat between 1987 and 1989. Tam joined Arbroath crew in 1947, was appointed coxswain in 1963 and was full-time coxswain/mechanic in between 1966 and 1986.

Arthur Farrington, Seaham lifeboat coxswain from 1969 until 1976. Arthur joined the crew in 1954, becoming assistant mechanic in 1956 and 2nd coxswain in 1964. Arthur was awarded Institution's bronze medal for gallantry in 1973.

Mrs B Braithwaite, convener of the lifeboat shop in Edinburgh and supporter of the RNLI for many years. Mrs Braithwaite was a guild member for over 25 years and was awarded the Institution's Silver badge in 1981.

February 1997

Yves Herve, ex-coxswain of Criccieth lifeboat from 1964 to 1968. Yves joined the station in 1953, becoming head launcher in 1957 and acting coxswain in 1963.

Due to space restrictions we regret that only coxswains or branch and guild officers with a minimum of 10 years service will appear in this column.

Station invitation

While on a visit to the Republic of Ireland, RNLI supporter Bill Rogerson and his daughter Alison, who is crew member of Trearddur Bay lifeboat, met the honorary secretary of Skerries lifeboat station, Sam Shiels. During conversation, Bill and Alison learned that Skerries were soon to have a new boat-house built and have their D class lifeboat replaced with an Atlantic 75 – identical improvements to those recently carried out at Trearddur Bay.

Following the visit, Trearddur Bay officials, invited the Skerries crew and committee to visit their station. On 7 December 1996, 22 members of Skerries lifeboat arrived at Trearddur Bay on the midday ferry. The visitors eagerly inspected the new station and were taken out in the



new Atlantic 75 lifeboat, *Dorothy Selina*.

The lifeboat was returned to the boathouse later that afternoon and both crews made their way to a nearby hotel. Sam Shiels made a speech expressing thanks for the warm welcome extended to his party and then presented Jack Abbott, Trearddur Bay station honorary secretary, with Skerries tee-shirts and a Christmas drink for the crew.

The day ended at 6pm with the Skerries VIP's returning to the awaiting ferry, eagerly awaiting the arrival of their new boat and station.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Valentia – Severn class 17-07 (ON 1218) *John and Margaret Doig* on 29 November 1996

INSHORE

Trearddur Bay – B731 *Dorothy Selina* on 5 December 1996

Tramore – D511 on 12 December 1996

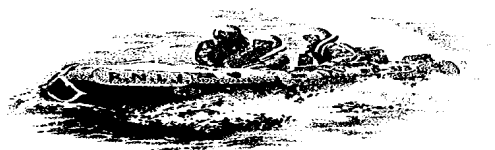
Flint – D510 *Marjorie Helen* on 16 October 1996

Sheerness – *Seahorse I* on 31 October 1996

Walmer – D514 *Lord Kitchener* on 22 January 1997.

Lifeboat Services

August, September
and October 1996



- Aberdeen**, Grampian
Arun: Aug 9, Sep 12, and Oct 23
D class: Oct 19 and 22
- Aberdovey**, Gwynedd
Relief Atlantic 21: Aug 2 (twice), 4 (five times), 10, 13, 21, Sep 11, 23, Oct 4, 5 (twice), and 31
- Abersoch**, Gwynedd
Atlantic 21: Aug 24, 25, 27 (twice), Sep 28, Oct 5 and 11
- Aberystwyth**, Cardiganshire
Atlantic 75: Aug 17 and 21 (three times)
- Achill Island**, Co Mayo
Waveney: Aug 3, 4, 16 and Oct 23
- Aith**, Shetland
Arun: Oct 24
- Aldeburgh**, Suffolk
Mersey: Aug 1, 18, 23, 29, 31, Sep 15, Oct 9 and 26
D class: Aug 18, 29, Sep 8, 9, 15 (twice), 16, Oct 22 and 26
- Alderney**, Channel Islands
Trent: Aug 10, 11, 30, Sep 8 and Oct 12
- Amble**, Northumberland
Relief Waveney: Aug 28, 30 and Oct 1
D class: Aug 17, 28 and 30
- Angle**, Pembrokeshire
Tyne: Aug 3, 23 and Sep 22
Relief D class: Aug 30 and Sep 5
- Anstruther**, Fife
Mersey: Sep 9
- Appledore**, North Devon
Relief Tyne: Aug 4, 20, 25, Sep 1, 27 and 29
Atlantic 21: Aug 3, 4, 22, 25, Sep 2, 12, 19, 24, 26 and Oct 24
- Aran Islands**, Co Galway
Arun: Aug 4, 7 (twice), 11, 23, 25, Sep 6, 8, 17, 20, Oct 10, 20 and 27
- Arklow**, Co Wicklow
Waveney: Aug 25 and Oct 29
- Arran (Lamlash)**, Strathclyde
C class: Aug 11, Sep 21 and Oct 05
- Arranmore**, Co Donegal
Tyne: Aug 12, 20, 22, Sep 17, 29 and Oct 26
- Atlantic College**, Vale of Glamorgan
Atlantic 21: Aug 4, 10, Sep 1 and Oct 26
- Ballycotton**, Co Cork
Arun: Oct 14
- Ballyglass**, Co Mayo
Arun: Aug 2, Aug 5, Sep 1, Oct 13 and 28 (twice)
- Baltimore**, Co Cork
Tyne: Aug 3, 9, Oct 15, 18 and 28
- Bangor**, Co Down
Atlantic 21: Aug 1, 3, 11, 18, 26 and Oct 19
- Barmouth**, Gwynedd
Mersey: Aug 21, 23 and Sep 10
Relief D class: Aug 2, 4 (twice), 10, 14, 16 (three times), 18 (three times), 21, 27 and Oct 27
- Barra Island**, Western Isles
Arun: Aug 20, Sep 5 and 12
- Barrow**, Cumbria
Tyne: Sep 3 and Oct 11
Relief D class: Aug 19, 23, 26, 27, 28, Sep 29, Oct 2, 11, 16
- Barry Dock**, Vale of Glamorgan
Arun: Aug 1 (twice), 2 (twice), 4, 21, Sep 1, 28 and Oct 27
- Baumaris**, Anglesey
Atlantic 21: Aug 10, 18 (twice), 19, 22 (twice), 24, 31, Sep 8, 15 (twice), 21, Oct 3, 12, 15 (twice), 16, 27 and 28
- Bembridge**, Isle of Wight
Tyne: Aug 1, 10, 16, 22, 24 (twice), 25, 30, 31, Sep 2, 12 and Oct 28
D class: Aug 16, 25, Sep 2 and 12
- Berwick-upon-Tweed**, Northumberland
Mersey: Aug 1 and 25
D class: Aug 25, 28, Sep 25 and Oct 13
- Blackpool**, Lancashire
Atlantic 75: Aug 4, Sep 25 and 28
D class: Aug 4, 6 (twice), 16, 25 (twice), 28, Oct 1 (twice) and Oct 23 (twice)
- Blyth**, Northumberland
Trent: Aug 18, 29, 31 and Sep 15
D class: Aug 29, 31, Sep 1, 15 and Oct 25
- Borth**, Cardiganshire
Relief D class: Aug 15, 16, 21 (twice), 22, Sep 21, Oct 24 and 25
- Bridlington**, Humberside
Mersey: Aug 21, 25, 29, Oct 7, 24
D class: Aug 2, 4, 12, 15, 17 (three times), 26, Sep 13, Oct 6, 21 and 26
- Brighton**, East Sussex
Atlantic 21: Aug 1, 2, 5, 6, 8, 12, 14, 21, 24, 26, 27 (twice), 31, Sep 3, 8, 15, 26, 29, Oct 3, 14, 20, 29
- Broughty Ferry**, Tayside
Arun: Aug 18 (twice), 23, 29, 30
D class: Aug 5, 12, 18 (twice), 23, 29, 30, 31
- Buckie**, Grampian
Arun: Aug 9, 10 (twice), 13, 16, 17, 20, 22, 25 (twice), 27, Sep 12, 18 and Oct 18
- Bude**, Cornwall
Relief D class: Aug 12, 30, Sep 8, 11, 16 and Oct 31
- Burnham-on-Crouch**, Essex
Relief Atlantic 75: Aug 30, Sep 7, 8, 29 (twice) and Oct 26
D class: Aug 13, 16, 18, 23, 28 and Sep 29
- Burry Port**, Carmarthenshire
D class: Aug 4, 5, 6, 8, 16, 18, 25, 30, 31, Sep 16, 23 and Oct 02
- Calshot**, Hampshire
Brede: Aug 6 (three times), 17, Sep 9, 13 and Oct 3
- Campbeltown**, Strathclyde
Arun: Aug 16, Sep 4, 7, 8 and 15
D class: Sep 4, 7 and 8
- Cardigan**, Cardiganshire
C class: Aug 6 (twice), 10, 11, 13, 21 (three times), 28 (three), Sep 15, Oct 6 and 21
- Clacton-on-Sea**, Essex
Atlantic 21: Aug 4, 17 (twice), 25, 26, Sep 14, 22, 27 and 30
D class: Aug 2, 11, 17, Sep 1 and Oct 21
- Cleethorpes**, Humberside
Relief D class: Aug 5, 18 (twice), 28, Sep 8, 14, 28, Oct 13 (twice) and 23
- Clifden**, Co Galway
C class: Aug 1
- Clogher Head**, Co Louth
Mersey: Aug 3, 30 and Sep 15
- Conwy**, Conwy
Relief D class: Aug 10, 17, 25, 29, Sep 1 (three times), 16 and Oct 12
- Courtmacsherry Harbour**, Co Cork
Trent: Aug 5, 13, Sep 3, Oct 17, 25, 26 and 27
- Cowes Inshore Lifeboat Centre**, Isle of Wight
Atlantic 21: Sep 12
- Criccieth**, Gwynedd
Atlantic 75: Aug 1, 15, 23, 24, 27 and Sep 9
- Cromer**, Norfolk
Tyne: Aug 15
D class: Aug 6, 19 and 20
- Cullercoats**, Tyne and Wear
Atlantic 21: Aug 29, Sep 24 and Oct 13
- Donaghadee**, Co Down
Arun: Aug 1, 3, 4, 15, 26, 31, Sep 17 and Oct 16
- Douglas**, Isle of Man
Tyne: Aug 1, 10 and Sep 11
- Dover**, Kent
Thames: Aug 6, 8, 16, 19, 25, Sep 22, 30, Oct 4, 16 and 24
- Dunbar**, Lothian
Trent: Aug 23, 24, Sep 6, 14 and 26
Relief D class: Aug 1, 18, 24 and Sep 14 (twice)
- Dungeness**, Kent
Mersey: Sep 3 and Oct 2
- Dun Laoghaire**, Co Dublin
Relief Trent: Aug 4 (twice), 9, 17, 19 (three times), 31 (twice), Sep 2
Relief Waveney: Sep 21 (three times) and Oct 13
D class: Aug 1, 9, 16, Sep 8, 12 and 16
- Dunmore East**, Co Waterford
Relief Waveney: Sep 9 (twice) and 15
Trent: Oct 26 and 28
- Eastbourne**, East Sussex
Mersey: Aug 1, 3, 4, 9, 17 (twice), 18 (twice), 21, 26, 31 (twice), Sep 1, 10, 13, 18, 21, 25, 26, 29 (twice), 30, Oct 1, 12, 17, 19 and 30
D class: Aug 1, 3, 7 (twice), 17, 18 (three times), 21, Sep 9, 13, 17, 18, 21, 26 (twice), 29, 30, Oct 12 and 19
- Exmouth**, South Devon
Trent: Aug 4, 6, 10, 22 (twice), Oct 12 and 27 (twice)
D class: Aug 2, 3 (twice), 4 (three times), 6, 15, 18, 22 (twice), 24, 28, Sep 15, 18, 23, Oct 11, 24 and 27
- Eyemouth**, Borders
Trent: Aug 11, 19, 27, Oct 16
- Falmouth**, Cornwall
Arun: Aug 11, Sep 2 (twice), 29, Oct 27 and 28
Atlantic 21: Aug 9, 11, 12, 15, 16, 20, 25, Sep 2, 8, 17, 22, Oct 5, 13 and 20 (twice)
- Fenit**, Co Kerry
Arun: Aug 13, 15, 16, 31, Sep 3, 12, 18 and Oct 28 (three times)
- Fethard**, Co Wexford
D class: Aug 1, 5, 6, 10, 11, Sep 8 and 15
- Filey**, North Yorkshire
Mersey: Sep 25
Relief D class: Aug 4, 12, 13, 17, 26 (twice), 29 and Sep 07
- Fishguard**, Pembrokeshire
Relief Arun: Aug 6
Trent: Aug 17, 27 (twice), Sep 1, 7, 17 and Oct 16
D class: Aug 17, 27, Sep 9, 17 and Oct 31
- Flamborough**, Humberside
Atlantic 75: Aug 4, 10, 15, 17 (three times), 18 (three times), 22, 26, 27, Sep 5, 8, 24, Oct 13 (twice), 20 and 24
- Fleetwood**, Lancashire
Tyne: Aug 18, 25 (twice), Sep 9, 15, 24, 25 and Oct 4
D class: Aug 14, 18 and Sep 15
- Flint**, Flintshire
D class: Aug 11
- Fowey**, Cornwall
Waveney: Aug 4, 5, 6, 22 (four times), 23 (twice) and Sep 8
Relief D class: Aug 5, 6, 17, 23 and Sep 2
- Fraserburgh**, Grampian
Tyne: Sep 19, 20 and 29
- Galway**, Co Galway
Relief Atlantic 21: Aug 22 (three times), 23, 29, Oct 2 and 30
- Girvan**, Strathclyde
Relief Mersey: Aug 2, 3, 7, 13, 24 and Sep 23
- Gt. Yarmouth & Gorleston**, Norfolk
Trent: Aug 29
Atlantic 21: Aug 10, 29, Sep 3, 11, Oct 14 and 21
- Happisburgh**, Norfolk
D class: Aug 22, 25 (twice), 28, Oct 20 and 24
- Hartlepool**, Cleveland
Relief Waveney: Aug 15, 20, Sep 28 and Oct 27
Atlantic 21: Aug 4 (twice), 16, Sep 5, 15 and Oct 27
- Harwich**, Essex
Waveney: Aug 5, 7, 19, 23, 26 (three times), 29, Sep 14, 18 and 29
Severn: Oct 17
Relief Atlantic 21: Aug 3, 5 (four times), 9 (twice), 13, 14, 16, 18, 19, 20, 23 (three times), 24 (three times), 26 (five times), 31, Sep 1 and 4
Atlantic 21: Sep 16, 18 (twice), 21, 28, 29 (four times), Oct 3, 6, 13 and 26
- Hastings**, East Sussex
Mersey: Aug 16 (three times), Sep 1, Oct 11 and 15
D class: Aug 7, 16 (three times) and 20
Relief D class: Aug 27, Sep 09 (twice), 14, 22, 26 and Oct 1
- Hayling Island**, Hampshire
Atlantic 75: Aug 18 (twice), 19, 20, 23 (four times), 25, 26 (three times), Sep 1, 3, 8, 24, 26, 29, Oct 3, 5, 13, 18, 19, 20, 26 (twice) and 27
D class: Aug 4, 6, 18 (twice), 19, 25, 26 and Sep 3
- Helensburgh**, Strathclyde
Atlantic 21: Aug 4, 6, 7, 18, 27, 31 and Sep 15
Relief Atlantic 21: Oct 13 (twice) and 30
- Holyhead**, Anglesey
Tyne: Aug 11 (twice), 12, 18, 22, 26, 28 and Oct 26
D class: Aug 26 and Oct 26
Relief D class: Aug 27 and Sep 7
- Horton & Port Eynon**, Swansea
Relief D class: Aug 4 (twice), 7, 12, 13 (twice), 14, 15 (twice), 18 and 21
D class: Aug 26, 29, Sep 8, 9 and 15
- Howth**, Co Dublin
Arun: Aug 9 (twice), 19, Sep 2, 3, 6, 12, 15 and Oct 13
D class: Aug 17, 28 (three times), Sep 14, 15 and 29
- Hoylake**, Merseyside
Mersey: Aug 4 (twice), 8 and Oct 26
- Humber**, East Yorkshire
Relief Arun: Aug 4, 6 and 7
Arun: Aug 31, Sep 1, 15, 27, Oct 1 (twice), 12 and 17
- Hunstanton**, Norfolk
Atlantic 21: Aug 4 (twice), 17, 18 (twice), 19, 21, Sep 2, Oct 20 and 23
- Ifracombe**, North Devon
Mersey: Aug 16, 25, Sep 15 (twice) and Oct 16
D class: Aug 3, 4, 5, 8, 11, 16, 25 (twice) and 28

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Lifeboat Services continued

Relief D class: Oct 13, 16, 25 and 27

Invergordon, Highland
Trent: Aug 1, 3, 10, 23 and Oct 13
Relief Waveney: Sep 2

Islay, Strathclyde
Thames: Aug 20

Kilkeel, Co Down
Atlantic 21: Aug 15, 30, Sep 2, 19 and Oct 10

Kilmore Quay, Co Wexford
Relief Mersey: Aug 1
Mersey: Aug 11, Sep 3, 15 and 27

Kilrush, Co Clare
Atlantic 21: Aug 9
Relief Atlantic 21: Sep 1

Kinghorn, Fife
Relief Atlantic 75: Aug 1, 2 (twice), 16, 18, Sep 2, 12 (twice), 21, 26 (twice), Oct 23 and 24

Kippford, Dumfries and Galloway
D class: Aug 15, 17 and Sep 24

Kirkcudbright, Dumfries and Galloway
Atlantic 21: Sep 16, 18 and 26

Kirkwall, Orkney
Arun: Aug 24, Oct 14, 26 and 30

Kyle of Lochalsh, Highland
Atlantic 21: Aug 11, 14, Oct 12 and 27

Largs, Strathclyde
Atlantic 21: Aug 9, 12, 13 (twice), 16, 17, 18, 29, 30, 31, Sep 9, 15, 20, 21, 28 (twice), 29, Oct 7, 13 (twice), 15 and 29

Larne, Co Antrim
Waveney: Aug 15, 16, 25, 30, Sep 9 and 21
D class: Aug 20, 29 and Oct 24

Lerwick, Shetland
Arun: Aug 13

Little & Broad Haven, Pembrokeshire
Relief D class: Aug 4 (four times), 11 (twice), 12, 16, 17, Sep 8, 22, Oct 6 and 23

Littlehampton, West Sussex
Relief Atlantic 21: Aug 8
Atlantic 21: Aug 16, 19, 24, 26 (three times), 27, Sep 7, 18, 29, Oct 13, 17 and 18

The Lizard, Cornwall
Tyne: Sep 18 and 21

Llandudno, Conwy
Mersey: Aug 29 and Oct 5
D class: Aug 1, 4 (three times), Sep 2, 14 and Oct 5

Lochinver, Highland
Arun: Sep 3, 5 and 27
Relief Arun: Oct 26

Longhope, Orkney
Relief Tyne: Oct 13, 17, 18 (twice), 19 and 20 (twice)

Looe, Cornwall
D class: Aug 4, 5 and 13
Relief D class: Sep 7 and 28

Lough Swilly, Co Donegal
Atlantic 75: Aug 4 (twice), 11 (twice), 18, 25, 29 and Sep 12

Lowestoft, Suffolk
Tyne: Aug 21, 24, 29, Sep 5, 22, 29, Oct 4 and 21

Lyme Regis, Dorset
Atlantic 21: Aug 3, 4 (twice), 6, 14, 15, 19, 21, 26, 30, Sep 3, 14, 22 and 27

Lymington, Hampshire
Atlantic 21: Aug 3, 4, 6, 12, 28, 29, Sep 4, 11, 29 (twice) and Oct 26

Lytham St Annes, Lancashire
Tyne: Aug 12, 13, 14 (twice), 24

and Sep 25
D class: Aug 5, 12 (twice), 13 (three times), 14, 24, Sep 25 and Oct 21

Mablethorpe, Lincolnshire
D class: Aug 4, 5 (twice), 15 (twice), 18, 19, 21, 24, 25 and 26

Mallaig, Highland
Relief Arun: Aug 11 (twice), 23, Sep 7, 17 and Oct 11

Marazion, Cornwall
D class: Aug 3, 10, Sep 5, 14

Margate, Kent
Mersey: Aug 3, 6, 21, Sep 12 and 26

Relief D class: Aug 6, 10, 16, 20, 22, 25
D class: Oct 6, 7 and 29

Minehead, Somerset
Atlantic 75: Aug 4 (twice), 8, 9, 26 and Sep 24

D class: Aug 3, 4, 26 (twice)
Moelfre, Anglesey
Tyne: Aug 17, Sep 7, 8, Oct 13

D class: Aug 17, 18 (twice), Sep 1 (three times), 7 and 15

Montrose, Tayside
Tyne: Aug 19, 25 and Sep 12
D class: Aug 19

Mudford, Dorset
Atlantic 21: Aug 1, 4, 5, 6, 7, 10 (three times), 13, 16, 18 (twice), 19, 21, 23, 26, 31,

Sep 4 (twice), 17, 29, Oct 6, 21, 26 (twice) and 27

The Mumbles, Swansea
Relief Tyne: Aug 13, 15, 16, Sep 8, Oct 27
D class: Aug 5, 7, 13, 16 (twice), 19, 20, 21, 31, Sep 1 (three times), 7, 23, 25, 28,

Oct 10, 22, 23 and 27
Newbiggin, Northumberland
Atlantic 21: Aug 5, 18, 26 and 29

New Brighton, Merseyside
Atlantic 75: Aug 4 (three times), 7, 18, 30, Sep 1, Oct 12, 16, 18, 22, 23 and 28

Newcastle, Co Down
Mersey: Aug 4, 15 (twice), Sep 7, 12, Oct 10

D class: Aug 9, 16, Sep 14 and Oct 10

Newhaven, East Sussex
Arun: Aug 5, 6, 13, 21, 22, 24, 31, Sep 11, 14, 18, 21 and Oct 1

Newquay, Cornwall
Atlantic 75: Aug 1 (three times), 7, 10, 25, Sep 16, 17, 24, Oct 11, 12, 24 and 26

D class: Aug 7 (twice), 10, 19, 25, Sep 12, 16, 24, Oct 3, 12, 24 and 26

New Quay, Cardiganshire
Mersey: Aug 2, 6, 17, 18, 22 and 28

Relief D class: Aug 22, 26, 28
D class: Oct 5 (twice)

North Berwick, Lothian
Relief D class: Aug 4

D class: Aug 24, Sep 23 and 28

North Kessock, Highland
D class: Aug 10 and Oct 25

North Sunderland, Northumberland
Mersey: Aug 11, 24 (twice) and 26

D class: Aug 4, 11, 14, 19, 24 (twice), 26 and 29

Oban, Strathclyde
Brede: Aug 4, 6, 7, 9, 18 (twice), 20 (twice), 24, Sep 11, 14, 15, Oct 4, 5, 11, 14, 25, 29 and 30

Padstow, Cornwall
Tyne: Aug 6 and Sep 9

Peel, Isle of Man

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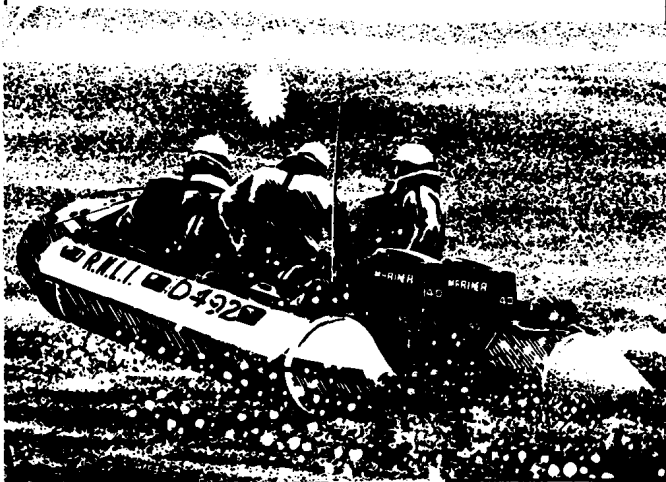
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LB1

Lifeboat Services continued

Mersey: Aug 1, 7, 15, 17, 27 and Sep 26

Penarth, Vale of Glamorgan
Atlantic 75: Aug 3, 4, 6, 31 (twice), Sep 15 (three times), 18, 22, 25 and Oct 22

Relief D class: Aug 3 (twice), 4 (three times) and 14 (twice)
D class: Aug 15, 16 (twice), 26, 31, Sep 7, 22

Penlee, Cornwall
Arun: Aug 8

Relief Arun: Aug 25 and Sep 4

Peterhead, Grampian
Tyne: Aug 7 and Oct 3

Plymouth, South Devon
Arun: Aug 4, 7, 17, 22, 25, 29, Sep 15, 29, Oct 10 and 26

Poole, Dorset
Brede: Aug 5, 6 (five times), 13, 14 (twice), 19 (twice), 20, 22, 25, 31, Sep 1, 3, 7, 17 (twice), 18, 20, 21, 22, 28 (twice), Oct 3 and Oct 5

Atlantic 75: Aug 1 (twice), 6 (nine times), 8, 10, 11, 15, 18, 19, 20, 24 (four times), 25, 26, 28 (twice), Sep 10, 12, 17 (twice), 18, 21, 28 (twice), 29, Oct 3, 5, 22 and 29 (twice)

Portaferry, Co Down
Relief Atlantic 75: Aug 2, 4, 11 (twice), 14, 15 (three times), Sep 10 (twice), 11 and 27

Atlantic 75: Oct 6 and 27 (twice)

Port Erin, Isle of Man
Atlantic 21: Aug 14, 31, Sep 15, 22, Oct 12 and 29

Porthcawl, Bridgend
Atlantic 75: Aug 1, 4, 12, 13, 14, 17, 18 (six times), 28, 29, Sep 1, 5, 8 (twice), Oct 24 and 26

Porthdinllaen, Gwynedd
Tyne: Aug 10, Sep 8, 15 and 17
Port Isaac, Cornwall

D class: Aug 4, 25, 27, Oct 13, 25 and 27

Portpatrick, Dumfries and Galloway
Tyne: Aug 15, 17, 20, 26 and 30

Portree, Isle of Skye
Relief Waveney: Aug 5
Trent: Aug 13 and Sep 12

Portrush, Co Antrim
Arun: Aug 5, 17 and Oct 30
D class: Aug 4, 16 and 18 (twice)

Portsmouth, Hampshire
Atlantic 21: Aug 3, 4, 8, 9, 11, 17, 20, 28, Sep 8 (twice), 21 (twice), 22 and 28

D class: Aug 18 (twice), 24 and Sep 8

Port St Mary, Isle of Man
Arun: Aug 10, 11, 12, 31 and Sep 12

Port Talbot, Neath and Port Talbot
Relief D class: Aug 30, Sep 4 and 23

D class: Oct 27
Pwllheli, Gwynedd
Mersey: Aug 8, 14 and 25

Queensferry, Lothian
Atlantic 21: Aug 2, 4 (twice), 5, 16, 17 (three times), 18, 26, Sep 1, 15, 18, 22, 25, Oct 11 (twice), 17, 18, 23 and 29

Ramsey, Isle of Man
Mersey: Aug 13 and Sep 11
Ramsgate, Kent

Relief Tyne: Aug 6, 9, 12, Sep 1, 10 and 18
Trent: Oct 12

Atlantic 21: Aug 1, 8, 15, 18, 20, 24, 31, Sep 10, 11 and Oct 16

Red Bay, Co Antrim
Relief Atlantic 21: Aug 1, 11 (twice), 19 and 28

Atlantic 75: Oct 14
Redcar, Cleveland
Atlantic 21: Aug 15, 18 (twice), 19, 20, 28, Oct 11 and 15

D class: Aug 15, 18 and 28

Rhyl, Denbighshire
D class: Aug 4, 5 (three times), 9, 22, 23 and Sep 22

Rock, Cornwall
D class: Aug 4, 10, 11, 22 (twice), 24, Sep 9, 27 and Oct 1

Rossfear Harbour, Co Wexford
Arun: Aug 18, 24, 23 (twice) and Oct 2

Rye Harbour, East Sussex
Atlantic 75: Aug 4 (twice), 5, 10, 14 (twice), 15, 18, 26, 28, Sep 5, Oct 23 and 29

St Abbs, Borders
Relief Atlantic 21: Aug 26 and Sep 26

St Agnes, Cornwall
D class: Aug 2, 18, Sep 7, Oct 10 and 28

St Bees, Cumbria
Atlantic 75: Aug 6 (twice), 16, Sep 1 and 8

St Catherine, Channel Islands
Atlantic 21: Aug 9 (twice) and Sep 2

St Davids, Pembrokeshire
Tyne: Aug 4, 10, Oct 20, 25, 30 (twice)

St Helier, Channel Islands
Tyne: Aug 4, 6 (twice), 8, 9, 17, 23, 25 (twice), 28, 29, Sep 11, 27 and Oct 13

St Ives, Cornwall
Mersey: Aug 4, 12, Sep 24 and Oct 13

Relief D class: Aug 4, Sep 1, 4, 24 and Oct 25

St Mary's, Isles of Scilly
Arun: Aug 6 and 15

St Peter Port, Channel Islands
Relief Arun: Aug 7, 9, 13, 16 (twice), 17 (three times) and 21
Arun: Aug 26, Sep 11, Oct 3, 27 and 28

Salcombe, South Devon
Tyne: Aug 4, 6, 7, 16 (three times), 19, 20, 21, Sep 15, 20 and Oct 26

Scarborough, North Yorkshire
Mersey: Aug 3, 6 (twice), Sep 10, Oct 6, 24 and 27

D class: Aug 2, 6, 11, 25 (twice), Sep 15 and Oct 27

Selsey, West Sussex
Tyne: Aug 1, 4 (twice), 19 (twice), 25 (twice), Sep 3, 29, Oct 5 and 29

D class: Aug 2, 4 (three times), 19 (twice), 24, 25, Sep 3, 25
Relief D class: Oct 6 (three times) and 29

Sennen Cove, Cornwall
Mersey: Aug 24

D class: Aug 18
Sheerness, Kent

Relief Tyne: Aug 6 (twice)
Trent: Aug 16, 22, Sep 4, 8, 13, 16, 21, 26, Oct 28 and 30

D class: Aug 3, 4 (twice), 10, 23, 24, Sep 6, 8, 22, 23, 26, 28, 29, Oct 7, 8, 13 (twice), 19 and 30

Sheringham, Norfolk
Relief Atlantic 75: Sep 11 and 26
Shoreham Harbour, West Sussex

Tyne: Aug 6 (twice), 17, Sep 1, 8, 22, 26, Oct 8, 20 and 26

D class: Aug 4, 6, 20 (twice), 21, Sep 7, 14, 24, 29 (twice) and Oct 27

Silloth, Cumbria
Atlantic 75: Aug 15, 31 and Oct 16

Skegness, Lincolnshire
Mersey: Aug 19

D class: Aug 7, 9, 15 (twice), 16, 18 (four times), 19, 21, 22 (seven times), 23 (three times) and Sep 3

Skerries, Co Dublin
Relief D class: Aug 18, 20, 25 and Sep 23

Lifeboat Services continued

D class: Oct 26 and 27
Southend-on-Sea, Essex
 Atlantic 21: Aug 4 (six times), 6 (three times), 12 (twice), 17 (twice), 18 (six times), 19 (twice), 20, 23 (twice), 26, 31, Sep 1, 7, 8, 17, 21 (twice), 22, 28, 29 (three times), Oct 1 (twice), 6, 13 (three times) and 23
 D class: Aug 1, 5 (twice), 6, 19, 23, 28, Sep 2, 3, 8, 26, Oct 2, 5 and 9
 Relief D class: Aug 20, 23, Sep 8 and Oct 23
Southwold, Suffolk
 Atlantic 21: Aug 17, 22, 23, 26, Oct 4 and 19
Staithe and Runswick, North Yorkshire
 Atlantic 21: Aug 18, 28, Sep 8, 12 and Oct 14
Stornoway, Western Isles
 Relief Arun: Aug 10, 11, Sep 7, 12 (twice), 21, 27, 28
 Arun: Oct 26
Stromness, Orkney
 Arun: Sep 1 and Oct 17
Sunderland, Tyne and Wear
 Waveney: Aug 4, Sep 8, 12 and 13
 D class: Aug 4 and Sep 13
Swanage, Dorset
 Relief Mersey: Aug 1, 4 (twice), Sep 28 (twice), 30 and Oct 28
 Mersey: Aug 15, 17, 22, 24, 25, 26, 29 (twice), 31 (three times), Sep 2, 15 (twice) and 20 (twice)
 D class: Aug 4, 13, 16, 17, 18, 19, 22 (three times), 24, 25 (twice), 31 (twice), Sep 2, 3, 6, 28 (four times) and Oct 12

Teesmouth, Cleveland
 Tyne: Aug 1, 12, Sep 8 (twice) and Oct 1
 Relief Tyne: Aug 15 (twice), 18, 20 and 25
Teignmouth, South Devon
 Atlantic 21: Aug 1 (twice), 4, 14, 15 (three times), 20, Sep 5, 8 and 15
Tenby, Pembrokeshire
 Relief Tyne: Aug 4, 25, 28 and Sep 11
 Tyne: Sep 16 and Oct 11
 D class: Aug 5, 11, 14 (twice), 24 and Sep 4
 Relief D class: Sep 14 and 22
Thurso, Highland
 Arun: Aug 18, Sep 11, 28, Oct 8, 17, 25, 26 (twice) and 31
Tobermory, Strathclyde
 Arun: Aug 10 (three times), 13, Oct 18, 21, 23, 26 and 27
Torbay, South Devon
 Arun: Aug 4, 7, 10, 16, 19, 23 (twice), 26, Sep 4, 15, 17, 26, Oct 2, 11, 14, 19, 20 and 27
 Relief D class: Aug 3, 10, 17, Sep 21 and Oct 12
 D class: Oct 11
Tramore, Co Waterford
 Relief D class: Aug 4, 6 and Oct 26
Trearddur Bay, Anglesey
 Relief Atlantic 21: Aug 6, 11, 14, 18, 26 (twice), 30, 31 and Sep 7
Troon, Strathclyde
 Relief Arun: Aug 18 (twice), 30, Sep 3 and 17
 Arun: Sep 23 and Oct 5
Tynemouth, Tyne and Wear
 Arun: Aug 18 and 29

Relief Arun: Sep 24 and Oct 5
 Relief D class: Aug 5, Sep 16, Oct 17, 18, 19, 21, 22 and 26
Valentia, Co Kerry
 Arun: Aug 23, 28, Sep 9 and Oct 23
Walmer, Kent
 Relief Atlantic 21: Aug 20, 22, Sep 1 and Oct 2
 D class: Aug 22
Walton & Frinton, Essex
 Tyne: Aug 15, 17 (twice), 27, Sep 1, 14 (twice) and 30 (twice)
Wells, Norfolk
 Mersey: Aug 4, 8, Sep 2, 16 and Oct 31
 Relief D class: Sep 4 and 14
West Kirby, Merseyside
 D class: Aug 11, Sep 1, 27, Oct 12, 16 and 26
West Mersea, Essex
 Atlantic 21: Aug 2, 5, 11, 15, 17 (twice), 25, 28, 31, Sep 4, 8, 12, 18, 21, 22, 29 (twice), Oct 17, 21, 26 and 29
 Relief Atlantic 21: Oct 3, 4, 5 and 13 (twice)
Weston-super-Mare, Avon
 Relief Atlantic 21: Aug 21 (twice), 26 (twice), 31, Sep 1 (twice), 5, 21 and Oct 7
 D class: Aug 12, 19, 21, 22, 26 (three times), 31, Sep 1 (four times), 5, 8 and 21
 Relief D class: Oct 7
Weymouth, Dorset
 Arun: Aug 1, 3, 4, 5, 6, 10, 13, 23, 26, 31, Sep 17, 20, 21, 26 and Oct 25
 Relief Atlantic 21: Aug 1, 3, 4, 6, 11, 29, Sep 17, 20 and 28 (twice)

Whitby, North Yorkshire
 Trent: Aug 11, Oct 3 and 30
 Relief Waveney: Aug 20 (twice) and Sep 15
 D class: Aug 3, 15, 18, 20 and Oct 30
Whitstable, Kent
 Atlantic 21: Aug 3, 5, 6, 7 (twice), 9, 16, 18 (twice), 21 (three times), 26, 27, 30, Sep 4, 14, 16 (twice), 26, 28, 29 (five times), Oct 11, 12 (twice), 13 and 27 (twice)
Wick, Highland
 Tyne: Aug 5, 7, Sep 3, 8, Oct 5 and 26
Wicklow, Co Wicklow
 Relief Tyne: Aug 5, 18, 22 and 26
 Relief D class: Aug 14 and Sep 13
Withernsea, East Yorkshire
 D class: Aug 11 and Oct 20
Workington, Cumbria
 Relief Mersey: Aug 3 and 16
 Tyne: Oct 18
Yarmouth, Isle of Wight
 Arun: Aug 1, 6 (twice), 7, 9, Sep 8, 17, 26, 28 (twice) and Oct 15
Youghal, Co Cork
 Atlantic 21: Aug 3, 16, 31, Sep 8, 22 and Oct 3
On Passage:
 ON 1211 Trent: Aug 6
 ON 1140 Tyne: Aug 21
 ON 1197 Trent: Sep 21
 ON 1216 Severn: Oct 26
 ON 1201 Severn: Aug 10 and 28
The services listed are those for which returns had been received at Headquarters by 13 January 1997. There may be other services for which returns had not been received.

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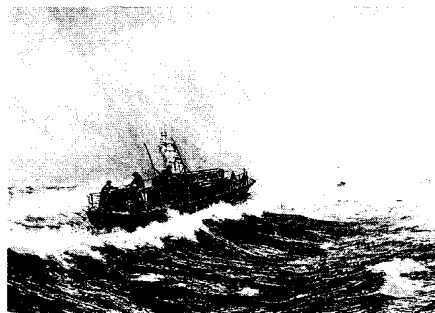
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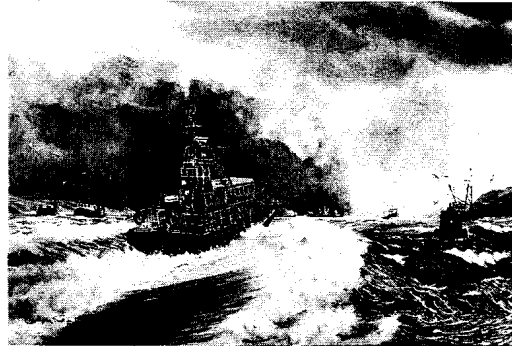
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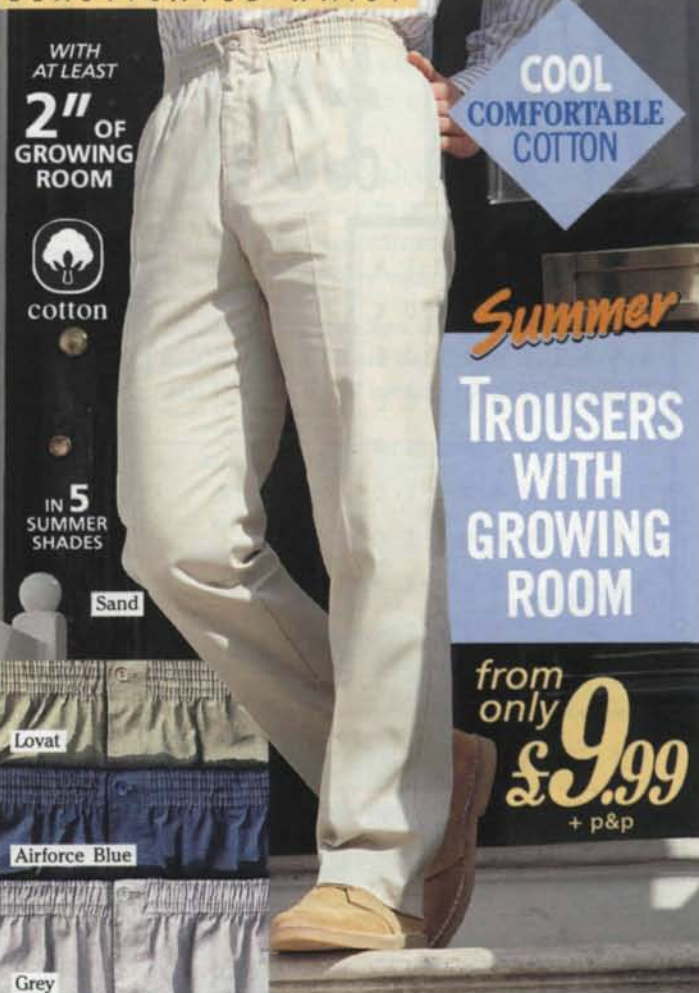
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Below are nine prizes won recently in consumer competitions. All you have to do is find them and ring them in the wordsearch panel. They may read right to left, left to right, up, down or diagonally. But - there is a tenth. A mystery prize. Find it and enter it in the Winners Entry Form below and that £5,000 could be yours. The first correct entry drawn on April 30th 1997 will be the winner, who will be notified by post within seven days. Lists of winners will be freely available upon request.

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How did you find the Wordsearch? Not too difficult? Then congratulations, you have all the qualifications to become a PRO-WINNER, the kind of person we want. We know from experience that only an elite 2% or fewer of the population will correctly complete and return the entry form. You could be well on your way to winning such super prizes as that Peugeot, that fabulous

cottage or family holiday. These are just three of the HUNDREDS won recently by members of Competitors Companion. And our members often win time and time again. Like Miss L.P. "I've had so many wins, I hardly know where to begin telling you about them," she wrote. Her latest? A Peugeot 106. Jocelyn P. won 42 prizes in one year, including six luxury holidays and two diamond rings worth £3,000. Rita S' £500,000 worth of prizes (yes, half a million) won her the title of Queen Of The Competitions in the national press. Leo C. of Liverpool has won three cars and an Aladdin's Cave of other goodies. What is the reason for our members' dramatic success? Because as a member of CC each month you will receive details of every competition worth winning in Britain - we even supply the solutions! Then there are hints and tips... your questions answered... secrets of success... more winners' letters and all the fun and excitement of the world of "comping". It is estimated that the total value of prizes on offer in Britain every year now exceeds £150 MILLION! Want to be sure of your share? Return that coupon NOW!

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THE HIDDEN HOLIDAY IS A C

Closing Date:- April 28th 1997

Yes, I have found the hidden holiday. Enter me for the £5,000 and enter me as a member of Competitors Companion at the Special New Members' rate of only £15.00 for a full year, instead of the normal price, being £59.50 per annum - saving £44.50. If I do as you advise and do not win a prize in the next 12 months, I will receive a FULL CASH refund of my membership subscription. We aim to deliver your first months copy within 7 days, but please allow 21 days in case of delays.

I enclose my cheque for £15.00, payable to Competitors Companion

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We hope to be able to offer you a variety of further interesting opportunities from reputable organisations. If you prefer not to receive such offers please write to Dept. CSR, Competitors Comp., 28 Charles Sq., London N1 6HT.

YOU'VE GOT TO BE IN TO WIN!



Competition Queen: Virtually everything in Rita Smallburn's house is a competition prize...even the house itself! (above)

Entering competitions is seen by many to be the compulsion of a few fanatics, but delve a bit deeper and you discover that there are a group of people for whom 'comping', as they call it, has meant the realisation of their life's dreams.

An amazing £150 MILLION worth of prizes is given away every year in Britain alone. It's a growing pursuit and there is even a specialist service for compers - Competitors Companion - which gives them the secrets to winning as many big prizes as possible. Rita Smallburn from County Durham is just one of many people who are quietly winning cars, cash, holidays and even houses, simply by entering competitions.

"That Long White Envelope (LWE as compers call it) arriving on your doorstep to tell you that you have won can change your life" says Rita.

"Nothing seems impossible or unattainable anymore. There is simply no knowing what fantastic surprises are around the corner. Prizes have brought comfort, convenience and pleasure into my home and once-in-a-lifetime experiences".

She began comping as a hobby a few years ago when teaching at a comprehensive school in Manchester and after tasting success, took early retirement. The excitement does not dim, she says, even though she has won five cars, forty three holidays to places as far away as Australia, America and Kenya and, most incredibly of all, a brand new detached house from a competition advertised on a can of air freshener!

Her prizes in total are worth more than £500,000.

Why buy when you can win?

So confident is she of winning now that she refuses to buy anything for her home, opting instead to try to win it.

"Our daughter was getting married in the Seychelles and we wanted a camcorder so I entered every competition I could find offering one as a prize. Eight days before we went I won one!"

An inventory of Rita's winnings takes all day. Taking a wander around her house (and garden) reveals most of it's contents to be competition prizes: The fridge, washing machine, TVs, microwave, saucapans, cameras, stereos, lawnmower, patio furni-

Kerry Smith

"Our daughter was getting married and we wanted a camcorder...so I won one!"

ture, clothes, cooker...there is virtually nothing which hasn't been won. Amongst her more unusual prizes you'll find four years' supply of dog food, shopping trolley dashes and her household bills paid for a year!

A wealth of winners

Although Rita is the undisputed 'Queen of Competitions' (as she has been dubbed by the press) she is certainly not alone.

Andrea Fellows is a mother of two from Wales. Like many compers, she began with a modest win which fired her enthusiasm and made her realise that the prizes on offer ARE actually given away.

"A couple of years ago, I won four holidays in one year. I was on cloud nine for some weeks planning my luxury trips. Altogether I won £11,000 worth of prizes that year. Comping certainly can change your life".

Darren Clark from Northern Ireland has been comping for about ten years.

"My first prize was £1000 from a soft drink manufacturer. Since then I've won six or seven holidays including a wonderful trip to Antigua and I've come up with two cars. My best prize so far was winning £25,000 and I've also won £10,000 in cash. Virtually all my dreams have been realised. Comping has opened up a new world to me. It's a great game and there's more than enough room for everyone."

Secrets of success

So what are the secrets to winning these incredible prizes? All winners say that it is a combination of researching the comps and playing the odds. Finding out which competitions are running is the major task and then it's a case of deciding which ones to enter.

Competitors Companion lists details of all the competitions running in Britain and the answers. Dedicated compers wait with baited

breath for their copy to arrive each month so that they can choose which competitions to enter, as well as to find out whether they can make multiple entries, what results have been announced and to share news of their winnings with each other. Andrea enjoys the sociable side of being a compers.

"I was delighted to find out my interest was shared by other people. I have made some lovely friends all over the UK".

The final task is to fill out the entry, send it off and then forget about it...until the LWE arrives saying "Congratulations, you've won...". Well hopefully! Not even Rita wins every time but she does say that following a few guidelines will drastically improve your odds of winning. Competitors Companion even guarantee that their members will win a major prize within a year:

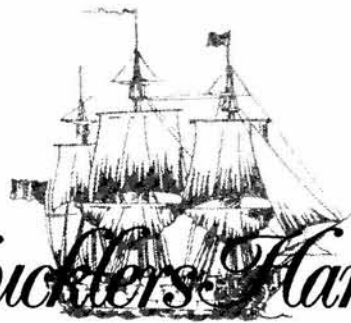
- Find the competitions which are obscure or published late - that way you'll improve your odds of winning.
- Find out if the competition allows multiple entries. Some do and this obviously gives you the edge.
- Make your entry eye-catching, the judges tend to pick those which stand out.
- Enter as many competitions as possible every month! The more you enter the more prizes you win! It sounds simple but that's how Rita and the others have notched up their incredible stash of prizes.

Anyone can be a winner

According to Rita, she is in no way lucky or special. She firmly believes that there is no reason why you or I shouldn't enjoy the success that she and her fellow compers have experienced.

"We are quite ordinary folk who have seized the opportunity of enjoying the fun, challenge and rewards which competitions provide. Prizewinners may be aged three or ninety three, male or female. They may be town dwellers or country lovers, living alone or surrounded by demanding families. They may have one of a huge variety of jobs, or none at all. In fact everyone is a potential competition winner".

For more information about Competitors Companion please write to: Competitors Companion, 28 Charles Square, London N1 6HT.



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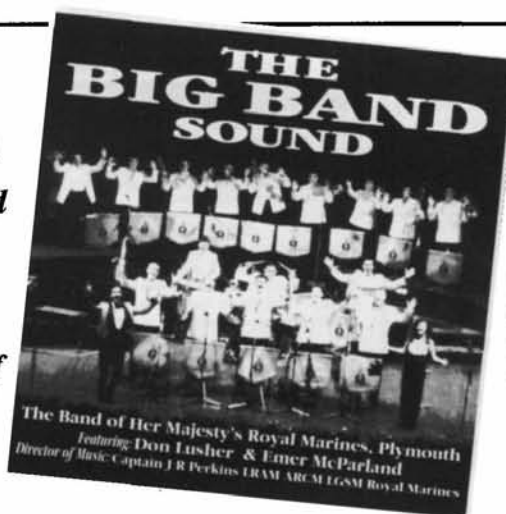
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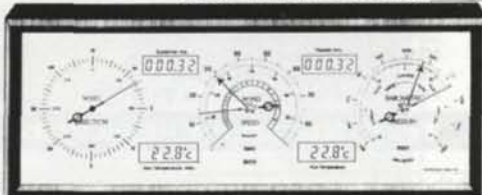
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