

The
Lifboat
The magazine of the RNLI

In this issue...

- **Building up to the Millennium**
– *modernising the RNLI's shore facilities*
- **Inside the new Trents**
– *a cutaway view of the new boats*
- **The Annual Meetings**
– *a round-up of the year*



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Front Cover

The power of the new
17m Severns is evident in
this shot of St Peter
Port's *Spirit of Guernsey*
dealing with some seas
near her Channel Island
base.

by Brian Green

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The Lifboat is published four times a year and is sent free to RNLI members and Governors. The next issue will be Autumn 1997 and will appear in October 1997.

News items should be received by 31 July 1997, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, **The Lifboat**, Royal National Lifboat 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

This photograph of Rotary Service and City of London II was taken shortly after the Severn took up station duties at Dover and was the last outing for the Thames before her passage to Poole.

Photo: Barry McGill



End of an era...

Whenever a station changes lifeboats there is always a degree of sadness in handing back a trusted boat, tempered by the excitement of receiving a brand new vessel in its place. The Dover station's recent changeover from a 50ft Thames to a newly built Severn however, was made all the more poignant by virtue of the fact that 50-001 *Rotary Service* is the last of the Thames class to leave service on the coast after completing 18 years as Dover's lifeboat. One of the only two Thames class to be built (the second being based at Islay, see story below), she took up service at Dover in 1979 and served her station and crew with distinction launching over 450 times.

...and new beginnings

Although Islay's Thames class is no longer an operational station lifeboat (see story above) she is to continue serving the RNLI in another vital role – training lifeboat crews. Training for the increasingly sophisticated equipment used in search and rescue is becoming even more important, but the task has been hampered until now by the lack of suitable vessels.

50-002 and the original prototype Severn (which has never been an operational lifeboat) are to be fitted out as training vessels and will be based at the Poole training centre.

The two Thames class lifeboats pictured together, possibly for the first time, at the Poole depot following their withdrawal as station lifeboats. 50-002, ex-Islay, is to become a training lifeboat.



The coxswain and crew now look forward to the future with the latest Severn, 17-09, which is due to be named *City of London II* later in the year. Coxswain Tony Hawkins remarked, 'We have a great affection for *Rotary Service* and are sorry to lose her, but the Severn has already won us over. The greater speed and capacity is just what we need for work in the English Channel and the state of the art equipment on board really does set us up for the new millennium.'

NEWSPOINT

In the early Spring of this year the RNLI commissioned a survey of sea users, with two main aims in mind.

The first was to establish the effectiveness of its Sea Safety Campaign (mounted in conjunction with many of the organisations involved in safety and use of the sea) and the second was to examine the attitudes of sea users, both to identify areas of concern and to establish how the sea safety message could best be communicated to them.

The results were interesting – so much so that some of the findings made media headlines when they were announced at the RNLI's AGM in May.

Both professional users (fishermen) and leisure users were questioned, with a total sample of some 880 people – which can be taken as statistically reliable – and the survey established that more than a quarter of each category was spontaneously aware of the joint campaign. When shown a list of organisations 74% of everyone interviewed identified the RNLI as being involved.

More worrying were the findings which made the news in May – that nearly one in five of

leisure users never consulted a weather forecast before setting out, and that about a quarter had been involved in a life-threatening situation at sea.

Commercial users were more punctilious about consulting the weather, but the inherent hazards of their occupation meant that nearly half of them had been involved in a life-threatening situation. It is hardly surprising that 92% of fishermen agreed that it was important, to varying degrees, that the organisations involved had cooperated to promote the safe use of the sea.

Of course these statistics can be looked at from another viewpoint, which says that four out of five leisure users *do* consult weather forecasts, which shows a generally responsible attitude, and that three-quarters have *not* been involved in a life-threatening situation. However, this viewpoint should not be used as any sort of excuse, and the work of the sea safety campaign will continue to try to tip the balance further.

Since 60% of those who had heard of the Sea Safety campaign claimed to be more safety conscious as a result it is obviously on the right lines.

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.**

RNLI confers in Sweden

Bob Cripps, engineering manager and Keith Thatcher, senior naval architect represented the RNLI at the Royal Institution of Naval Architects SURV IV Conference on 13 and 14 May in Gothenburg, Sweden. The Surveillance, Pilot and Rescue Craft conference, which is held at two year intervals, was the first to be held outside the UK.

The conferences always attract wide ranging subject matter, much of it relevant to lifeboat designers, and this year was no exception, with papers presented by the Dutch, Norwegian and Swedish rescue organisations, as well as more general topics. The conference started with a lifeboat development overview presented by David Hudson, recently retired RNLI's chief technical officer. Also presented were two papers covering work commissioned by the RNLI. The first, presented by Newcastle University, but with Bob Cripps as co-author, discussed the generation of a computer model to investigate the use of risk assessment in lifeboat design. The second, presented by the Wolfson Unit, Southampton University, discussed the use of tank tests in the



An interesting new concept in lifeboat design from Sweden. Designed to combine the advantages of conventional construction and the RIB, the perimeter tubing is solid rather than inflatable.

Two of these lifeboats have now entered service with the Swedish Sea Rescue Institution.

development of the RNLI's Fast Slipway Boat 2 hull design.

The conference venue was on the south bank of the river in an old commercial sector of the city redesigned as a maritime heritage area. A number of papers presented the latest developments in European lifeboats, and the riverside location allowed the subject boats to be moored adjacent to the hotel for viewing by delegates. As a fitting end to the conference, a short sea trip was arranged for the Wednesday afternoon.

Top award for Jim



Jim Turreff, crew member and emergency mechanic at Alderney lifeboat station was recently awarded the City and Guilds Bronze Medal for excellence for the 2440 Marine Craft Competences Part two – the only student in the UK and Ireland to receive this top award.

Jim's tutor at the BCA Marine Training Centre, Berkshire said that he was an exceptional student and thoroughly deserved his success.

Fantastic holiday prize in the Autumn lottery

First prize in the Autumn lifeboat lottery is a fantastic 14-day Mediterranean holiday for two – kindly donated by Sunworld, in conjunction with Travelworld Direct. The winner will select their holiday from the Sunworld Sailing brochure and can take advantage of the free water sport/cycling facilities and tuition, or can simply relax and explore their destination.

The winner will also receive £1,000 spending money to make their holiday even more enjoyable! In addition there are eight runner-up prizes that range from £100 to £1,000. If you wish to receive, or require more tickets, please ring Rebekah Rose on the lottery hotline: (01202) 663219.



Lord Kitchener named at Walmer

Brisk winds did not spoil the sunshine in Walmer on 11 May when 200 guests attended the naming of the station's new D class lifeboat.

Len Stephens, honorary treasurer of the Welling branch handed the lifeboat over to the RNLI and Barbara Hopkins, licensee of the Lord Kitchener public house, named the lifeboat, *Lord Kitchener*.

The £12,000 lifeboat was funded through the generosity of Bass Tavern and the local licensee, Ms Hopkins who allowed the local branch free use of the function room at the pub for fundraising events, and even met some entertainment costs. Additional funds were raised by the staff of Securicor Custodial Services, who organised a sponsored cellular prison van pull from Bexleyheath to Welling (see page 28 of the Autumn 1996 issue of *The Lifeboat*). The appeal was topped up with donations from Bass Tavern's weekly pub raffle and a lapel badge appeal and individual donations.



News



Offshore update

Following its launch at the London Boat Show **Offshore**, the new membership grade of the RNLI, has achieved incredible success. The target set for the whole of 1997 was sign up 10,000 members – by March over 5,000 people had joined! This figure includes upgrades from **Shoreline** as well as over 1,500 new members – with some 500 new applications arriving at headquarters each week.

Offshore has been given excellent support by many companies and the marine press and has a solid base of top marine companies who have sponsored printing, offered incentives and discounts and donated prizes for competitions. Mr and Mrs Jane from London who upgraded to **Offshore** in response to the campaign in **The Lifeboat**, recently won a one-week holiday for two in Barbados. Many other fabulous prizes have been won by **Offshore** members all around the country, including a Seataek Autohelm Tridata system, Pains Wessex personal locator beacons, a Varity Perkins on-board marine kit, CAT boots, a Sowester sport Jacket and several hundred pounds worth of Marlow rope.

Back for Summer

Now that Summer is upon us, the RNLI's Summer only lifeboats are back in full swing. Eight lifeboat stations which only operate from March to October and 16 which operate an inshore lifeboat in addition to their all-weather lifeboat during the summer are required to cope with the increasing number of calls during the holiday season.

Directory of solicitors

Supporters sometimes ask if the Institution knows a friendly solicitor who could help them make their will. The RNLI has a policy of never recommending professional advisors, however we are compiling a list of members of the RNLI who are solicitors specialising in probate matters. This list will be made available on request to fellow members of the Institution, on the clear understanding that inclusion in the list does not constitute endorsement.

If you are a solicitor who offers a probate service and you are also a member of the RNLI, you are eligible to be listed. We regret that this offer does not extend to professional will writers who are not qualified solicitors. If you would like to be included, please write to John Marshall, giving your name, address, telephone number and membership number:

John Marshall
Legacy enquiries officer
Royal National Lifeboat Institution
West Quay Road
Poole
BH15 1HZ



*Intrepid yachtsman and survivor, Tony Bullimore who hit the headlines in January when he was rescued by the Australian Navy after spending five days in the Southern Ocean in his overturned yacht, signs up to **Offshore** at the Birmingham Boat show. Pictured with Tony are Steve Baker, recruitment officer for **Offshore** and Anne Williams, regional manager for Wales and West Mercia.*

Portsmouth lifeboat named



*Blustery showers and dark skies could not spoil the enjoyment of all present at Portsmouth lifeboat station on 26 April 1997 when their new Atlantic 75 lifeboat was named **CSMA-Frizzell**, by Mr Colin Frizzell, past chairman of the Frizzell Group.*

The Civil Service Motoring Association (CSMA) together with Frizzell Financial Services Ltd have raised over £240,000 for lifeboat funds. Mr Tony Richardson, charity co-ordinator for the CSMA, explained that funds were raised through a series of competitions in the CSMA's own magazine, 'Motoring and leisure'.

Mr John Herington, chairman of the CSMA presented the lifeboat, which was formally accepted by Rear Admiral Roger Dimmock, representing the Committee of Management of the RNLI. Mr Barry Taylor, honorary secretary of the Portsmouth lifeboat station, received the lifeboat and thanked CSMA and Frizzell to their magnificent donation and continuing support.

All the guests enjoyed refreshments in the marquee and were able to watch the new lifeboat giving an exciting demonstration of her speed and agility.

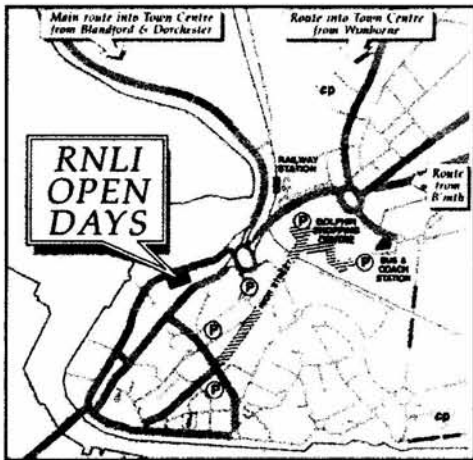
Spectacular Open Days at Poole!

The biennial Open Days at the RNLI's Poole HQ and Depot looks set to be even bigger and better than in previous years.

This year's event is scheduled for **Friday 1 August and Saturday 2 August** from **1000 to 1800** each day, and will follow the same theme as previous events – but with one or two additions, some of them quite spectacular.

There will be the usual displays by the various sections of the RNLI, illustrating the part they play in keeping the lifeboat service running; together with guided tours of the HQ building and inshore lifeboat righting displays.

This year a complete 'Atlantic lifeboat service' is being planned, including a launch, capsize and righting display, and possibly the spectacular 'net recovery' system which is used to retrieve Atlantic rigid inflatables in difficult conditions. This was shown a few years back, and the sight of an Atlantic roaring in to a net at speed and then being whisked rapidly out of the water is certainly a sight not to be missed.



There will also be D class righting displays and helicopters are expected to arrive to carry out winning exercises in full view of visitors.

Another innovation is a display of flares – something which most of us hope we will never see under any other circumstances!

The Poole HQ and depot is easy to find – see map – and will be signposted on the day. Limited car parking is available at the headquarters building.

Held up at the Lights...

Transporting a 17m Severn hull from the moulders to the fitting-out yard isn't easy at the best of times – but everyone could have done without this particular problem!

With the route planned to the last detail and a police escort the trip should have been plain sailing – but unfortunately someone had decided to plant a new Pelican crossing between approval of the route and the delivery trip! As a result the hull became firmly wedged in place.

County Council engineers were able to re-adjust the lights and allow the Severn to pass – and the massive traffic jams to clear – but it was doubly embarrassing that the new £35,000 crossing had been ceremonially opened by a local councillor just hours before!



Photo New Forest Post

The RNLI is expected to benefit by some £2m from the will of Miss Mary Lidbury, of Somerset who died recently. The money will be used to provide two all-weather lifeboats named after two family members.

3D ILB



Mark Coleman (left) of E. P. Barrus presents RNLI Director Brian Miles with one of three detailed commemorative replica model of *Lawnflite*, the D class inshore lifeboat donated by Barrus to the RNLI during the London Boat Show 1996.

E. P. Barrus, suppliers of Mariner outboard engines to the RNLI's D and C class lifeboats for nearly 30 years, also presented models of *Lawnflite* to the RNLI inshore lifeboat museum in Cowes and the **Lifeboat!** gallery at the historic dockyard in Chatham.

Gold for Storm Force News

Our sister publication for the younger generation, Storm Force News, is celebrating its 50th issue this summer.

All members of the RNLI's club for junior members, Storm Force, receive the eight-page full-colour quarterly as part of their membership - which costs just £5 per year.

The club, intended to introduce young people to the RNLI, is going from strength to strength – but there is always a need for new members!

Phone Storm Force HQ on (01202) 663000 if you have any relatives or friends under 16 who are not yet members.

News

Training on dry land?



Mechanic course members with Graham Wagstaff, training officer, celebrate their completed training on Goodwin Sands.

Photo: Barry McGill

When technical difficulties forced training officer Graham Wagstaff to move a Severn class mechanics training course from the Training Centre at Poole out to Dover, he knew that the course members (comprising crew from Lerwick, Dover and Harwich), might be a little disappointed at missing out on a visit to Headquarters. The Dover station was able,

however, to provide not only facilities for the course, but a very unusual way to celebrate its completion.

An evening exercise on Dover's new Severn class turned into a uniquely memorable experience for the visitors when the entire course was landed on the Goodwin Sands, exposed at low tide, and they were able to commemorate the occasion with an alfresco feast of crab sandwiches and a traditional tot.



Jez Fanstone, Lymington lifeboatman, races around the world in September as helmsman/trimmer aboard Lawrie Smith's yacht, *Silk Cut*.

Around the world

Jeremy 'Jez' Fanstone, crew member of Lymington lifeboat, has been chosen as a crew member on Skipper Lawrie Smith's *Silk Cut* yacht which takes part in the 1997 Whitbread Round the World Race, leaving Southampton on 21 September and returning in May 1998.

Jez, a well-known yachtsman who has been the reserve on the British Olympic team, will be helmsman/trimmer in the crew of 12. Hard work started in May when the boat, which was built in Australia, was flown to Britain. Initially, she will be based in Hamble and after the launch, the crew will set sail on a 3,000 mile training sail into the Atlantic.

Sadly, Jez will have to leave the lifeboat crew in September because of the race but is hoping there will be a place for him when he returns next year.

Jez will not be the only ex-lifeboatman on the crew of *Silk Cut* - Jason Carrington who will have overall responsibility for the boat's maintenance was also a crew member on Lymington lifeboat.

D class named at Lytham



Lytham lifeboat, *John Kennedy*, is launched down Lytham Jetty in front of the large crowd of guests and onlookers

The proceeds from the second race day at Haydock Park Racecourse last September provided the funds for a new D class lifeboat and equipment at Lytham St Annes. A competition was organised by local newspaper, Lytham St Annes Express, to find a suitable name for the lifeboat. From the many entries received, the judges chose the name *John Kennedy*, after one of the longest serving honorary secretaries at the station.

A large crowd attended the naming ceremony of the lifeboat on 14 April, including branch representatives and Mr Kennedy's son bob, a former Lytham crew member and now a member of Abersoch crew.

Branch chairman, Allan Williams, opened proceedings and welcomed Mrs Beryl Fenton, winner of the competition and Mrs Doreen Kennedy who, following a service of dedication and the unveiling of a plaque by Mrs Fenton, named the lifeboat in memory of her husband.

The lifeboat, which had already been launched on service eight times, gave a short demonstration before the serving of refreshments.

Double ceremony at Rye Harbour

A beautiful day broke the pattern of continuous rain on 19 October for the 250 people attending the naming ceremony of Rye Harbour's new lifeboat and boathouse.

The new Atlantic 75 lifeboat (pictured right), *Commander and Mrs Rodney Wells* funded by the estate of Mrs Eva Wells, was handed over to the station by Mr Wells' nephew. The residue of the estate has contributed towards the building costs of the new boathouse together with other legacies and general funds.

The boathouse was officially opened and the lifeboat named by Mrs Eve Robus, widow of the station's late senior helmsman, Keith who died suddenly in 1995.

The day was enjoyed by all and after watching the lifeboat give a demonstration launch, guests were invited for refreshments.



A selection of lifeboat services from around the country

PUMP FLOATED ACROSS TO LEAKING CASUALTY IN STORM FORCE WINDS

Five saved in 12-hour service to sinking trawler

Humber's Arun class *Kenneth Thelwall* was away from her station for 12 hours in winds up to Force 10 when a Belgian trawler started taking water to the NNE of the station on 12 November 1996.

The Arun class lifeboat had slipped her mooring at 0925, after being alerted by the Coastguard to the plight of the 100ft *Noordpool*, and headed out into a NE gale – conditions being so bad that the boarding boat had to be lifted back ashore rather than left on the mooring for fear of damage.

Clearing Spurn Point the lifeboat felt the full force of the weather, having to reduce speed to avoid leaping off the tops of the 25ft seas and slamming heavily.

It took just over an hour to reach *Noordpool* which was drifting with no engine or pumps and being swung through up to 180° by the 25 to 30ft breaking seas.

Two ships were standing by, with an officer aboard one acting as an interpreter for the Belgian trawler skipper. A helicopter had already landed one pump aboard, but that was no longer working and the trawler's position was becoming perilous. Plotting her position it became obvious that with the tide about to change she would soon be swept on to a lee shore.

Coxswain Brian Bevan decided to put the lifeboat's emergency pump aboard, but with the wind at Force 10, the breaking seas up to 30ft high and the trawler's beams in the way it was not possible to come alongside.



Instead he decided to float it across. With the lifeboat positioned just upwind of the trawler's stern a heaving line was passed across – followed by a breeches buoy veering line with the pump, in its container attached.

Noordpool's crew were able to pull the pump across and aboard – and fifteen minutes later her bilges were dry and she was able to restart her engines.

However, the lifeboat's job was not finished yet, as she was to escort the trawler to Grimsby in case of further problems.

Although trawler and lifeboat arrived at the port at 1430 they had to wait until 1600 for the tide into the dock – and because of the terrible conditions at Spurn *Kenneth Thelwall* could not head for home until 2024, arriving back there about 30 minutes later.

The Lifeboat

Arun class *Kenneth Thelwall*
Operational Number 52-37

The Crew

Coxswain Brian Bevan
Christopher Barnes
Leslie Roberts
David Steenvoorden
Peter Thorpe
Robert White

Arun stands by cargo ship in 70 knot winds

Newhaven's relief Arun *Duke of Atholl* was involved in a service to a large merchant vessel on 19 November 1996, just a week after the Humber service above.

This time the casualty was a 9,000-tonner which had lost engine power seven miles off Beachy Head. Although she had two anchors down she was dragging steadily towards the coast in a SSE wind which was gusting to 71 knots – hurricane force.

The lifeboat had been called out to stand by her at 1042, taking over an hour to reach the position at reduced speed because of the atrocious conditions and 25ft seas.

The vessel, *Robin*, had already dragged for some two miles by the time the lifeboat arrived, but eventually her anchors held.

The lifeboat stood by in the heavy seas and 70-knot winds while *Robin's* crew tried to re-start her engines. After three hours the engines started – but a hydraulic problem with the windlass delayed them for another two hours.

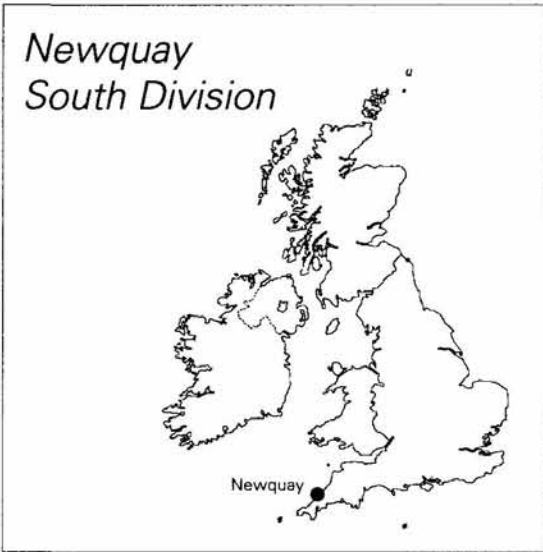


The sea conditions during the service can be judged from this photo – that is a 500ft, 9,000 ton vessel almost obscured by the breaker...

It was not until almost 1800 that *Robin* was able to get under way, escorted by the lifeboat for an hour until all was confirmed well and the casualty could continue on her passage.

D CLASS FERRIES CASUALTIES OUT TO ATLANTIC

Two lifeboats rescue family and dogs from cliff face in heavy surf



Both of Newquay's inshore lifeboats were involved in rescuing two adults, a baby and two dogs from a cliff after they had been cut off by the tide at Bedruthan steps on 30 July 1996. The service, in a breaking 6ft swell, was described by the honorary secretary as 'one of the most dangerous undertaken' by the station and was recognised by letters of congratulation from the RNLI's Director.

The Atlantic 75 *Phyllis* and the D class *Lord Daresbury* had launched at 1623, following a report that the family had been cut off and were some 9m up a steep cliff face backing the cove at Bedruthan Steps about three miles away.

When the Atlantic reached the scene about 20 minutes later a rescue helicopter had already arrived, but could not winch the casualties to safety because of the high, steep cliff backing the cove. A Force 4 breeze was kicking up a swell more than 6ft high which was breaking heavily against the base of the cliff. There was still an hour to go before Spring high water.

Conditions inside the little cove were too dangerous for the 7.5m Atlantic, so when the smaller, more manoeuvrable D class arrived a few minutes later it was decided to use her to run in through the surf and pick the casualties off the cliff face one at a time – transferring them to the Atlantic which would stay outside the surf line.

Jeremy Griffiths moved across from the Atlantic to the D, which then went in through the breaking seas to put him and D class crew member Ian Jepson ashore with lifejackets for the trapped family.

The D moved back out to the safety of deeper water while the lifejackets were put on and then went back in to take the mother aboard, taking her back out to the Atlantic.

The next trip was aborted when the infaltable was completely filled by a breaker, but the next three runs in were accomplished safely – bringing out a baby, then the father and two large dogs, and finally the two lifeboatmen.

With everyone safely aboard the larger Atlantic both lifeboats headed for home, arriving at Newquay at 1740.

Long tow in difficult conditions for Skegness and Humber lifeboats

Skegness and Humber lifeboats were both involved in a long service when conditions became too severe for a classic, 1920s-built motor yacht on a delivery passage from Great Yarmouth to Amble on 19 December 1996.

With winds freshening to Force 9 her skipper was having difficulty keeping control and, also worried for the safety of his 17-year-old son, put out a 'Pan Pan' call. The call was received by Humber Coastguard, who asked Skegness' Mersey *Lincolnshire Poacher* to launch.

She put to sea at 0344 and arrived at the yacht about an hour later, to find her wallowing heavily in a beam sea up to 15ft high.

Both her crew were affected by sea sickness so, despite the risks in the high wind and heavy sea, it was necessary to put two lifeboatmen aboard her. This was achieved after a couple of attempts and the motor yacht was then able to make about 6 knots down-sea towards Grimsby.

However, after about an hour the casualty's steering failed and she had to be taken in tow - an operation which took several attempts as the lifeboat crew aboard the yacht were working on a wave-swept and very slippery foredeck.

Just after 0700 *Lincolnshire Poacher* handed over the tow to Humber's Arun *Kenneth Thelwall* - again a tricky task as the crew members and the drogue used to steady the yacht had to be recovered.

Humber put a crew member aboard and continued the tow towards the Humber River, making slow progress in the gale force easterly wind and heavy seas.

By 1015 she was able to find some shelter under Spurn Head where Dave Steenvoorden, the crew member aboard, and the yacht's owner were able to make temporary repairs to the casualty's steering, and by 1030 she was under way again, eventually leaving the yacht in the safety of Grimsby's Fish Dock Marina.

Writing to the RNLI later the owner, Terry Whitfield, said: 'I knew we were in danger, and I was determined that we were not going to die that morning... The crew from the Skegness lifeboat were a very welcome sight and helpful and sympathetic to my son. The crew man from the Humber lifeboat was with us for several hours and his company was great, a very nice person. He would have loved a bacon sandwich and a cup of tea, but my son had been seasick over our provisions! I would like to repay him someday. I was extremely impressed with the RNLI and would offer my support whenever possible. Thank you.'

"NOW I CAN HEAR WELL I'VE A HAPPY HUSBAND"

"I'm not what you'd call deaf", says Daphne Scott of Freshwater in the Isle of Wight, "but I am hard of hearing. It's made life difficult for years. As I got older the problem became almost unbearable. But with help from Scrivens, and their wonderful mini-aid, it's a problem I've solved".

"A TREMENDOUS DIFFERENCE"

"I first tried a hearing aid seven years ago but I couldn't get on with it. So I didn't use it and just battled on hearing less and less. Until last year when Clifford my husband handed me a Scrivens advert saying 'Why on earth don't you try again. See if these people can help you'. A very kind man came to see me. He tested my hearing and made a mini-aid especially for me. 'Go easy with it', he said, 'wear it just two hours a day at first'. But for me it worked straight off and I've worn it all day and every day ever since. It's so comfortable I hardly know I'm wearing it. I can hear really well again and that's made a tremendous difference to my life".



Daphne and Clifford Scott at Freshwater Bay.

"LIFE IS A JOY AGAIN"

"My life is now full of unexpected pleasures and surprises. Last Spring I heard a cuckoo sing. Something I hadn't heard for years and what a joy it was. I love to walk along the sea shore with Clifford and our dogs. Now I can hear the slightest ripple of the sea on the pebbles and the cries of the sea birds. Before I had my hearing aid I walked in a silent world and didn't hear much short of a gale blowing to send the waves

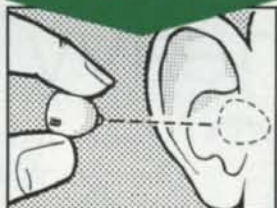
crashing against the shore. We love living on the Island. It's very beautiful. We came here when my husband retired twelve years ago. We've made a lot of friends and my great joy now is that I no longer have to struggle to hear them".

"A HAPPY HUSBAND"

"If you are hard of hearing it's a constant struggle and strain just to hold a normal conversation. My husband speaks rather quietly. He used to have to shout to make me hear him. Good natured man

that he is, this used to infuriate him. And this would infuriate me even though it was my fault!" We asked Clifford about this. "It's much better now" he said "and what's more we don't have to have the television blaring all the time! Daphne's hearing aid has been a real boon to us both. She can hear the sermon in the church rather than me having to recall it for her later. She can hear the organ and join in the singing. We can chat easily together just as we used to. Yes, I'm a happy husband again!"

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LB0797



Bronze Medal

Pump passed to sinking fishing boat in gale and heavy seas

Coxswain Albert Sutherland and the crew of the Fraserburgh lifeboat took over three hours to battle through the 10-12m seas and a full south easterly gale to reach the fishing vessel *Hope Crest* and her crew of six on Sunday 16 February 1997. The fishing vessel had begun taking in water while fishing 50 miles to the north east of the station and, despite the massive seas throwing the two vessels around, Albert managed to bring the vessels together, while avoiding major damage to either boat, so that a pump could be passed across to the fishing vessel.

The service won Coxswain Sutherland the Institution's Bronze Medal, and medal service certificates for the rest of the crew.

John Caldwell, Inspector of lifeboats for Scotland, said in his report of the nine-hour service in extremely adverse weather conditions that it was 'exceptionally well executed' and that the transfer of a pump in conditions that had defeated a rescue helicopter was 'testimony to the high standards of seamanship involved. The transfer of the pump, running and ready for use, was described by the skipper and crew of the *Hope Crest* as 'unbelievable'.

It had been at 18.27 when the station heard from the Coastguard that *Hope Crest* was in trouble. They were asked to launch immediately.

Hope Crest had been pair netting with another vessel, *Olive Ann*, which was standing by and a helicopter from RAF Lossiemouth had already tried to lower a pump but had been defeated by the severe weather conditions. The winds were reported to be 40 knots, with the seas steep and closely spaced, reaching 12m at times.

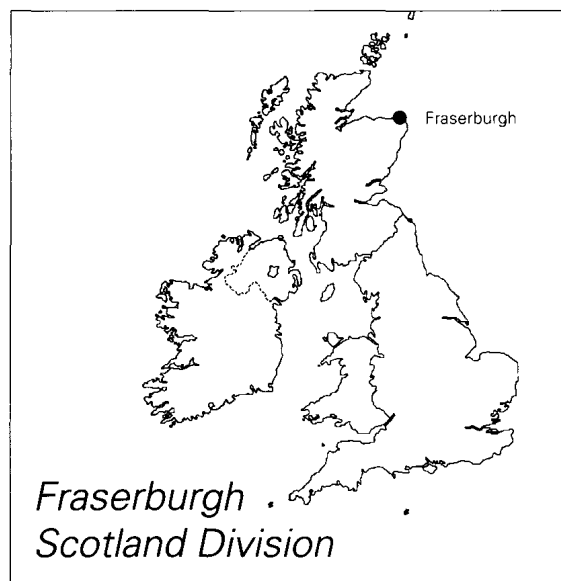
Pumps

The station's Tyne *City of Edinburgh* took both of the station's portable pumps and as she cleared the harbour she met the full force of the south easterly gale – blowing against an increasing flood tide.

As began to lose the shelter of the coast the seas and swell increased, reaching between 10m and 12m high.

Hope Crest had already lost electrical power and could not communicate with the lifeboat or Aberdeen Coastguard, and then, with the lifeboat about 20 miles from the scene, *Olive Ann* reported that her own MF aerial had been carried by a large sea.

About two miles from the casualty the Coxswain reduced speed to allow the crew to ready the



portable pump for transfer. The searchlights were manned and the Tyne moved carefully in towards the casualty, which kept disappearing between the huge swells and breaking seas.

At 2105 the lifeboat was running alongside *Hope Crest* and Coxswain Sutherland asked her to turn away from the weather, on a northerly heading, to give the best chance of transferring a pump in the appalling conditions.

Hope Crest managed her turn to starboard and City of Edinburgh took up position on her port beam, slowly edging in to attempt the transfer.

Both boats were being picked up by the huge swells and being thrown down their face, so both speed and heading had to be constantly adjusted to avoid a collision

Level

A bag containing the suction hoses for the pump was thrown across as the boats came together, but the pump couldn't be transferred as the decks of the two boats were constantly at different levels. One minute the lifeboat crew were looking down on the heads of the crew of the fishing vessel, and the next minute they were looking up at their faces.

Coxswain Sutherland had to swing the lifeboat away sharply to avoid a collision, and as she closed in for a second attempt she had to be put hard astern when the seas and swell threatened to throw the Tyne onto the casualty as she rolled heavily towards the lifeboat.

As she rolled back to starboard the decks of both vessels came level for a split second, and the pump was passed across – with the engine running!

With the pump in use to supplement her own equipment *Hope Crest* headed south west towards Fraserburgh at about four knots with the lifeboat in close attendance.

Such a slow speed was very uncomfortable for the lifeboat crew, with large seas twice throwing her onto her beam ends.

The fishing boat seemed to disappear at one point, but the skipper reported that he had merely lost all his navigation and deck lights.

At about 0100 the weather began to improve slightly, and *Hope Crest* was able to increase speed to 7 knots – which brought both vessels into the safety of Fraserburgh at 0230.

The Lifeboat
Tyne class *City of Edinburgh*
Operational Number 47-007

The Crew
Bronze Medal:
Coxswain Albert Sutherland
Medal Service Certificates:
Second Coxn Victor Sutherland
Mechanic Tommy Summers
Dpty Second Coxn Alan Smith
Asst Mech Graeme Campbell
crew members Rafael Alcaraz,
Davy Sutherland

Our lifeboat crews have been saving lives since the 19th century.



Ramsgate Lifeboat crew, 1881.

To help them continue through the 21st, please remember the RNLI in your Will.

At the beginning of the last century, so many lives were lost at sea each year that Sir William Hillary was moved to launch a public appeal for a voluntary lifeboat service. Today the seas are no less perilous – 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 our crews keep on saving lives long into the next century – by remembering the RNLI in your Will.

PRESERVING ALL YOU VALUE

For a free copy simply fill in and return the coupon below, or call John Marshall on 01202 663032 and help preserve all you value.

Thank you.



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Membership no. (if applicable) _____



Lifeboats

Registered Charity No. 209603

LJ7/6

Royal National Lifeboat Institution

Thanks on Vellum

Inflatable saves surfer in conditions outside normal limits for D class

Helmsman Peter Roberts and crew members Gavin Forehead and James Dixon of St Agnes were aboard the station's D class lifeboat on 30 October 1996 in a service which saved the life of a surfer and won Peter Roberts the Institution's Thanks on Vellum.

Jim Drake, the deputy divisional inspector of lifeboats for the south said in his report that the service was in some ways typical of a large number carried out by D class lifeboats on the North Cornish coast. It involved a person in the water and the need to get out through the surf quickly to reach him. 'How this service differed', he said, 'is in the extreme weather conditions, which were well outside the guidelines laid down for this class of lifeboat'. He went on to praise the expertise of the crew which had enabled them to carry out the service safely and save the casualty.

Drifting

Helmsman Peter Roberts had been working in St Agnes lifeboat house on 30 October 1996, when a member of the public rushed in at about 0950 to tell him that a surfer had been washed out to seaward of the surf line, and was drifting away in the wind and tide. He called the honorary secretary who in turn contacted the Coastguard to page the crew. The conditions were marginal for the inflatable, so he also asked for a helicopter to stand by while the lifeboat negotiated the surf – a request which was cancelled once she was safely out through the breakers.

The lifeboat, *Blue Peter IV*, was launched from Trevaunance Cove at 1000 into a south westerly Force 7 to 8, which was creating a rough sea with a 12ft to 14ft ground swell breaking heavily on the beach.



The surf on the beach would have simply overwhelmed the D class if a wave had broken over her but, relying on his experience and knowledge of the local conditions, Peter Roberts skilfully took her round the worst of the breakers and managed to get safely outside the surf line.

Actions

This could not have been done without the quick actions of the two crew members in the bow, who shifted their weight to balance the lifeboat as she met the seas.

Once clear, Peter Roberts took the lifeboat past the surfer and turned head-to-wind to bring him aboard, although the wind blew the lifeboat beam-on to the sea huge seas during the pick-up.

The surfer and his board were dragged quickly aboard and the man checked for injuries. He was conscious and uninjured, so he was given a lifejacket and told to kneel on his board in the lifeboat while Peter Roberts judged his moment to approach and come back in through the surf – taking the lifeboat over to the west side of the Cove where the surf was smaller.

The surfer and his board were landed on the beach and the lifeboat was refuelled and ready for service by 1040, just 50 minutes after the whole operation began.

The Lifeboat
D class inflatable *Blue Peter IV*
Operational Number D453

The Crew
Thanks on Vellum:
Helmsman Peter Roberts
Vellum Service Certificates:
crew members
Gavin Forehead, James Dixon

Surf is a way of life on the North Cornwall coast – *Blue Peter IV* is seen (below) launching on exercise through seas very much smaller than those encountered in the Vellum-winning service



From the survivor's point of view...

The RNLI's Rescue Survey – where people who have been rescued are given the opportunity to comment on the circumstances – is producing useful information both for the lifeboat service and for passing on as part of the Sea Safety Initiative. The accounts on this page give food for thought – it could happen to anyone...

Many incidents are the result of a combination of relatively minor circumstances. Here a simple air leak disables one diesel engine; arrival is delayed; darkness falls; and with only one engine the boat cannot be manoeuvred after a grounding...

Dave Hilton was moving his 32ft motor cruiser *Pica* from Preston Marina to Pwllheli this March, ready for the summer season.

With a favourable forecast and a well thought-out passage plan the 15-knot cruiser left Preston at 1230, her owner having worked out that at a conservative 12 knots she would pass through the NW entrance of the Menai Straits at half tide and give an ETA of 1650 – with ample daylight in hand. However an hour and a half out the starboard engine faded and cut out, the fault being established as an air leak in the diesel fuel system. Sensibly both engines had totally separate fuel systems, so the port engine was unaffected and allowed the boat to continue at about 8 knots while repairs were carried out.

Unfortunately the delays meant that instead of arriving at the Menai Straits at 1600, in full daylight and at half-tide, arrival was delayed until 1900 – with rapidly fading light and less than one hour to low water.

One of the navigational buoys proved elusive (it was later established that the light could have been out) and the skipper noticed that the satellite navigator was indicating that they were slightly to starboard of their course. As *Pica* turned to correct she struck a sandbank – at around 3 or four knots as Dave had

sensibly reduced speed.

With the starboard engine still out of action the boat could not go astern off the bank, as the single remaining prop just swung her round into the bank.

With one engine out of action, possible damage to the propeller of the other and darkness falling Dave broadcast a precautionary 'Pan Pan' which was picked up by Holyhead Coastguard who decided to ask Beaumaris lifeboat to launch.

Dave continues the story: 'The response was unbelievable. They were with me within five minutes and although I was embarrassed and apologising profusely they were reassuring and put me completely at ease and were understanding rather than critical. After inspecting my boat for damage and allowing the water to rise on the incoming tide the lifeboat pulled me off the sandbank and escorted me to my destination mooring.

'I am already an Offshore member, and even before this incident considered that money very well invested! I cannot praise the lifeboat crew enough for their actions and would like to convey my thanks to them.'

• *Dave Hilton enclosed a generous donation with his report.*

Beaumaris

Return of Service

Atlantic 21 B515
29 March 1997

Cause of Service:

Vessel aground on sandbank

Wind: WSW, Force 1

Sea State: calm

Launched: 1949

Holyhead Coastguard advised that a motor cruiser with four persons on board had gone aground close to Puffin Island. ILB launched and reported casualty was stuck, with tide shortly to start flooding. Crew member went aboard *Pica* and when tide was rising monitored movement with ILB later escorting her to Gazelle Slip and on to a safe mooring.

Back at station: 2215

When four friends went diving in Liverpool Bay last November they checked the weather and had all the right equipment, but a change in the weather, a faulty VHF radio and a marker buoy which didn't behave as it should conspired to put them in a very difficult situation...

It should have been a very straight forward dive in Liverpool Bay for Peter Millar and his three friends – experienced divers with both diving and boat-handling qualifications.

They had checked the weather and planned to make a short, 30 minute dive - during slack water – on some wreckage they had located previously.

They were running a little behind their schedule when they launched and, as they couldn't make contact with the Coastguard for a radio check at the launch site, they decided to wait until they arrived at the dive position – but unfortunately they still couldn't get through.

The three divers entered the water at about 1045, leaving the fourth as boathandler, and went down about 14m with no discernable tide running. They released a surface marker buoy, which floats to the surface to indicate the divers' position, but after about ten minutes decided that the visibility

was too poor and that they would surface again – which they did with no problems.

They were only about 50m away from their support boat, but the marker buoy was not standing upright and the weather had changed – with an increase in sea state and a hail storm reducing visibility – making them impossible to see.

The tide had now started to run and despite signalling with torches, whistles and a strobe the three men lost visual contact with the boat after about 30 minutes.

They made for the nearest buoy, Liverpool Bar Light, where they were picked up by New Brighton's Atlantic 75, which had been alerted when the support boat managed to contact another vessel with VHF. Hoylake's Mersey and a helicopter had also been searching the area.

• *Peter Millar enclosed a generous donation with his report.*

New Brighton

Return of Service

Atlantic 75 B721
10 November 1996

Cause of Service:

Divers reported missing

Wind: W, Force 2 to 3

Sea State: 3

Launched: 1232

On responding to a radio page from Liverpool Coastguard *Rock Light* was launched and proceeded to Liverpool Bar to a report of three divers missing.

During the search with RAF Valley helicopter and Southport Rescue the lifeboat, due to an ebbing tide, searched to the west of the dive boat and located three divers safe on the surface at Liverpool Bar Light. As they were seen to be none the worse they were taken to the dive boat and put aboard.

Back at station: 1437

The Annual

the RNLI's AGM and Presentation of

The Barbican, in the City of London, was once again the venue for the RNLI's annual meetings – held this year on 15 May. The morning AGM allows the Chairman to present his review of the year's activities to the Governors, and in the afternoon awards are presented to long-serving fundraisers and gallantry medals awarded to lifeboat coxswains and crews.

In his first speech to the RNLI's governors as Chairman of the Institution David Acland DL revealed some disturbing findings from a recent survey of those who go to sea for pleasure.

In his address at the Institution's AGM at the Barbican, City of London, on 15 May 1997 he acknowledged a high level of responsible behaviour among commercial fishermen and the majority of leisure users, but went on to say that it was disturbing to find that 'nearly one in five leisure users seldom or never check the weather forecast, and more than one in four ignore tide tables and charts before they set out.'

Another sobering statistic to emerge from the survey was that a quarter of all leisure sailors questioned and almost half of the fishermen said that they had been involved in at least once life-threatening situation at sea.

Relief

Last year's AGM had reported an unprecedented increase in the number of calls for help, which had leapt up to 7,400 from just over 6,000 in 1994 – a rate of growth which would have doubled the workload of the lifeboat service in fifteen years had it continued.

It was something of a relief, the Chairman said, that the 1996 total launch figure had fallen back to 6,389, but last year was still the second busiest ever, and the long term trend was still upwards.

The rapid increase in 1995 had been attributed partly to a small, but significant, proportion of sea-

David Acland addresses the Annual Presentation of Awards audience for the first time in his position of Chairman of the RNLI



users who had failed to prepare properly and overlooked safety precautions. These tended to be the people for whom a lifeboat was the first rather than the last resort when something went wrong.

Mr Acland acknowledged that the Sea Safety Initiative, which had been running for more than two years, could not be the main cause of the fall in lifeboat launches, but he reported that there were very encouraging signs that the literature was being widely read, and that its messages were getting through.

The new SEAREM database also provided the means of getting closer to the real causes of accidents at sea, and with every RNLI or Coastguard incident now recorded and available for analysis on a central computer it would be possible to identify areas of need.

The Chairman pointed out that the RNLI's ultimate success would always be measured by the number of lives saved – 1,291 in 1996 – but as well as this immediate proof the RNLI was continuing to improve its service, with ever faster response and even more extensive cover.

Introduction

1995 also saw the successful introduction of the newest classes of all-weather lifeboats, the Severns and Trents.

It had taken longer than planned to put them on the coast but, Mr Acland said, the RNLI made no apology for that. The boats had to be right before they were exposed to the full rigours of station duty.

Twenty-one Trents and six Severns were in service and their coxswains and crews could not speak too highly of them. Their speed and ability had enabled them to carry out services more quickly and at greater distances than their predecessors. Already the Severns at Valentia and Harwich and the Trent at Eyemouth had been on services to fishing vessels in gale force conditions 50, 80 and 100 miles out to sea.

Even at 25 miles out – just half the RNLI's declared range – the new boats would arrive 25 minutes earlier than an Arun, and it did not take that long for a vessel to sink or for someone in the water to die of cold.

However, the Chairman pointed out that the vast majority of services took less than ten miles of the shore, and that the RNLI's speedy response in this area was also

This year's RNLI AGM and presentation of awards for gallantry received almost unprecedented exposure on television and radio and in local and regional newspapers, many of whom emphasised the results of the survey of sea users.

Facilities for the press are now laid on the day before the meetings at St Katherine Dock, near Tower Bridge, so that film and recorded interviews are available ready for the big day – although this year many radio interviews went out live early on the day itself.



(Left) The medallists face the press cameras at St Katherine Dock the day before the meetings. (Above) Bronze Medallist Albert Sutherland tells his story to the television.



Meetings

wards

improving. Twenty-four of the rigid inflatable fleet were already the faster Atlantic 75s, and in the past two years the number of stations operating an inshore lifeboat as well as an all-weather boat had risen from 54 to 63.

Last year four new stations had been established in Ireland, with an all-weather boat at Achill Island and inshore cover provided at Galway, Fethard and Kilrush.

The next target, the Chairman added, was to extend the 25-knot capability to slipway-launched boats, and he reported that work was already in hand to design such a boat.

With any new design, he pointed out, there was one thing which had to be born in mind: a boat must serve the crew, not the other way round.

The RNLI was extremely fortunate in attracting coxswains and crews whose seamanship and ability to cope with emergencies afloat were second to none, but its job was to make full use of their inherent skills by providing them with the tools to make their inherently hazardous work as straightforward as possible.

Training

Training had an essential and growing part to play if crews were to make full use of modern lifeboats, and the high attendance at training weeks at Poole and Cowes and at mobile training units was very encouraging.

The need for crew training at lifeboat stations was just one of the factors behind a programme to improve shore facilities over recent years.

A boathouse had to be more than just a shed these days, it housed boats and equipment worth tens, if not hundreds of thousands of pounds; it needed to offer the fastest possible means of getting a lifeboat to sea; it must provide a means to get dry and warm when the crew returned and it should, where possible, include a crew room suitable for training. During 1996 some 45 major capital shore works had been carried out, with the same number of upkeep and maintenance projects.

When looking at just some of the major items of expenditure during the year, said Mr Acland, was it possible to appreciate the size of the lifeboat service operation: new lifeboats and equipment, £17m; lifeboat station construction and improvement, £4m; lifeboat maintenance and running, £16m; crew, station, inspectorate and training costs, £10m.

Volunteer

However, once again, this annual bill had been met thanks to the efforts of the fundraisers and generosity of supporters.

Volunteer commitment was the foundation on which the RNLI had been built, and it was the success and enthusiasm of the fundraising teams which ensured the future of the Institution.

Last year a warning had been sounded about falling legacy income, and although this had recovered from 1995's decline it was still below the peak levels of earlier years and the longer term trend was still likely to be downwards.

The 1996 accounts also showed that £4.5m of expenditure had been deferred to 1997 due to unavoidable delays in the boat-building and shoreworks programmes, which



meant that the year had ended with a surplus of £7.3m.

Mr Acland was also able to report a turnaround in the fortunes of the RNLI's Sales company – which had made a satisfactory profit during 1996 – and that the commitment and enthusiasm of volunteers in adopting improved systems had made a large contribution to this success.

The concern expressed at last year's meeting at the increases in membership subscriptions had been unfounded, and the Chairman was able to report that members and governors had not only accepted the increases but that many were giving considerably more. The renewal rate remained close to 90%.

One particular group had responded extremely well to the recent Offshore membership initiative. Since its launch in January 1997, nearly 6,000 yachtsmen had joined and, as statistics show that pleasure craft are the most frequent cause of a lifeboat launching, it was pleasing that this had been recognised by responsible yachtsmen.

However, last year's statistics also showed that as well as 3,400 launches to pleasure craft there were more than 900 to fishermen, over 800 to swimmers and 400 to people cut off by the tide. The RNLI was truly an emergency service for the whole of society.

In addition to the formal proceedings of the Annual General Meeting and subsequent questions from the floor the morning's programme also included a Special General Meeting which passed several amendments to the RNLI's charter and Bye-laws.

These were mainly concerned with reflecting current practice: reducing the number of members of the Committee of Management; removing the requirement for the Deputy Treasurer to be a member; and to provide a mechanism for disposing of property following a recently imposed requirement by the Charity Commissioners.

The Bye-law changes dealt with introducing a fixed term membership for Committee of Management members; introducing a membership review committee and tidying up the age requirements of members to reflect current practice.

The Institution takes the opportunity of putting on displays of its work in the Barbican Centre during the event.

(Top) The Youth Promotion display extolls the virtues of joining Storm Force and becoming involved at school, while (above) the sales stall is as busy as usual.

Continued on
Page 37 →



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RNLI Past...



68 years ago – From THE LIFEBOAT of 1928

With the recent success of the RNLI resource packs 'Launch!' and 'Lifeboats' (see feature below) as part of the youth promotion campaign, it is interesting to look back and see what methods the Institution used to gain the interest of young people years ago. . .

Duke of Northumberland's Prize Life-boat Essay Competition, 1928.

THE subject set for the eighth Life-boat Essay Competition in Elementary Schools was "Describe the kind of man that a good Life-boatman should be."

The Winning Essays.

There were no essays of outstanding merit, and few were poor. The most noticeable feature of the competition in fact, was the evenness of the essays, the great majority reaching about the same level. This made judging difficult, particularly when it came to selecting the best of all from among the six winners of the Challenge Shields. In the end it was decided that the special prize for the best essay of all had been won by Cyril Palmer, of Clint Road Council School, Liverpool, for a well-balanced and well-written essay. It is only right to say that Harold Mills, of Drayton Road Boys' School, Portsmouth was only just behind him, and the other four win-

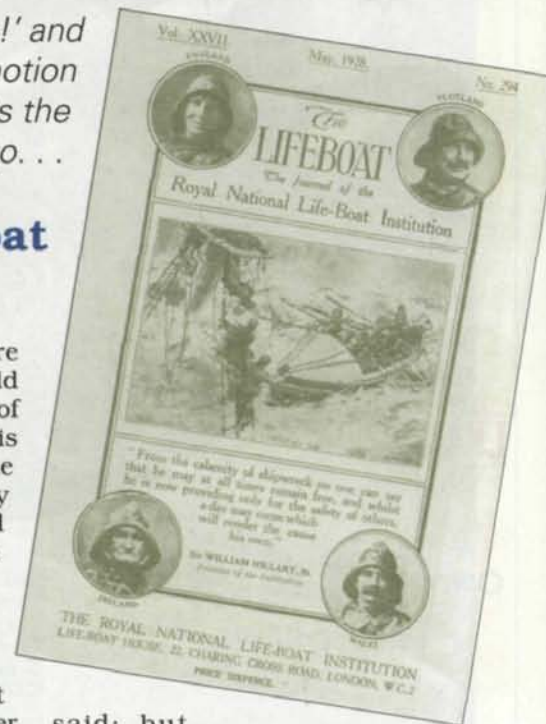
ners of the Challenge Shields were very close. Special mention should also be made to Reginald Disney, of New King's School, Fulham. He is only eleven years old, and with the handicap given for his age, his essay second in the London District. It had the merit of saying a good deal in a few words.

Phrases of the year.

The Phrase of the year comes from a London essayist, "The sea is called the Briton's Birthright, but it often proves to be his grave." Another London essayist gives, as a good motto for Life-boatmen, "God first, other people second, self last."

The Qualities of the Life-boatman

One essayist wrote that the Life-boatman "must be perfect, both mentally and physically, and also have the dexterity of an athlete." After that there does not seem much more to be



said; but even those essayists who did not ask for perfection set a very high standard. Strict temperance was demanded by a large number of the competitors. Others, again, touched on the question of diet, and the laws of health generally, pointing out the life-boatman's need for regular and simple meals, no drinking between them, plenty of exercise, and house in which, as one essayist wrote, "there should be plenty of fresh air and as much sunlight as the climate we enjoy (or have to put up with) admits."

The question of diet brings us naturally to the question of physique. Should the Life-boatman be a heavy-weight? On the whole, the children of the British Isles think that he should be. As one writes, "He must be very heavy and healthy to keep his place in the Boat." Another describes the "average Life-boatman" as "an old bunch of bone and muscle"; another says that he is usually "very fat." Others again are for the happy mean. One writes that he must have "a cool, steady head on a pair of sturdy shoulders. He need not be a heavy junk, but a middle weight." Another gives excellent reasons for a moderate figure: "A Life-boatman must not be too fat and not too thin; too much flesh is a burden, and his weight would smash fragile things if he trod on them; but a little flesh helps to keep him warm on a cold night."

...and for today's young people...



LIFEBOATS, is a cross-curricular resource pack for 5-7 year-olds, covering the key themes of lifeboats, the crew and teamwork, weather, hazard recognition and the history of the RNLI. The pack comprises an A1 poster, frieze, photocards, photocopiable activities and a comprehensive teachers' book. Leading the children through a rescue is Stormy Stan the lifeboatman, who is the hero of the RNLI's junior membership club, Storm Force.

LAUNCH!, for the 7-11 year age group, provides a range of curriculum opportunities. Exciting projects include rescue simulation, historical investigation, design and science activities, navigation, drama and geography. A teachers' guide, an attractive set of posters, dramatic audio tape, marine chart and pupil activity sheets are all included in this colourful pack.

Two videos have also been specially produced to accompany the packs. For further information on all resources available please contact the Youth Promotion Co-ordinator, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.





...and Present

It must not be thought that the competitors have discussed the physical to the neglect of the moral and spiritual side of the Life-boatman. A fair balance is between the two. What is most noticeable is the number of writers who have felt that the ability to turn out in the middle of the night is the best proof of the courage, good health and unselfishness of the Life-boatman.

As one writer excellently puts it: "A Life-boatman should always be prepared to give his beauty sleep for others." But it is not sufficient that he should get up. "He must not be awkward with those who have called him." A lot seems to lie behind that adjective.

To be cheerful and good tempered, "and have a jolly face," is, in the opinion of several competitors, essential, "In his weather-beaten face you should find a smile which brave men always possess."

Should a Life-boatman be a Married Man?

THAT is a question which has exercised the thought of a number of writers. Some are quite certain that he should be a bachelor. "Among little things a Life-boatman should not have are wives or a child." Others are equally convinced that a wife is an advantage to him, but she must be "a cheery wife, not one who moans and groans, as it makes him miserable." Another goes so far as to say that "a good wife is the most important of all the qualifications," but you would never guess why: "Because she can make hot tea for the rescued."

Other Quaint Phrases.

Here are some more quaint and original reflections on the character of the Life-boatman:-

"A life-boatman should not grumble, for the harder his life is, the brighter will sparkle his crown in heaven."

"Before the Life-boat service was established millions of people yearly went to a watery grave, unknelt, uncoffined and unknown."

"The Life-boatman should never be brutal to his wife and children, but he himself will get knocked about plenty of times whilst at sea."

"A Life-boatman is a monstrous specimen of humanity and therefore has no difficulty in passing the doctor and becoming a trained member of the crew."

"The Life-boatmen are mostly drawn from the fishing population, not some grandly dressed fops."

"No person knows who dear life is until it is lost."

"For men must work and women must weep, and these gallant men do all this for nothing."

"Their hard, brown and horny hands have been set to take tasks that the very thought of which have made a 'land-lubber' quail."

"A Life-boatman should be a sea-dog to his last hair."

"The sea and all its vicissitudes must be as familiar to him as the kitchen is to the cook."

"He must not be selfish and grab the best seats."

"He must know the front of the boat from the back."

"Life-boatmen have very red faces and red noses because they get the very best fresh air."

"A Life-boatman must be a tall man and have the courage of a lion when caught in a pinch."

"He must have good teeth. What use would a Life-boatman be with toothache?"

"He must be strong and muscular, possess great courage, a spirit of self-sacrifice and a waterproof hat."

"Courage and wit are another two official things which must be in a Life-boatman's spirit."

oOo

Today's lifeboatmen

Terry George, coxswain/mechanic of the Sennen Cove lifeboat, joined the crew of the station's all-weather lifeboat in 1983 and was appointed coxswain/mechanic in 1989. Terry also became a member of the station's in-shore lifeboat in 1994.



That same year he and Neil Brockman, coxswain/mechanic of Penlee lifeboat, were awarded the RNLB's bronze

medal for the same service - a joint one to a fishing vessel in Force 9 winds and appalling sea conditions. Sennen Cove lifeboat was the first to be called out but the weather was so bad that Penlee was also called out and at one stage both lifeboats were needed to make any progress with the tow.

The gruelling service, lasting more than nine hours, was carried out mostly in complete darkness and with winds gusting to 82mph. Both crews suffered badly from sea-sickness but both coxswains showed skill and coolness in establishing their tows and co-operated fully with each other during the service.

Facts and Figures

Provisional statistics as of May 1997 show that during 1996:

- The RNLB's lifeboats were launched 6,389 times (an average of more than 17 launches a day)
- 1,291 lives were saved (an average of more than 3 a day)
- Some 54% of all services were to sail, power and manual pleasure craft
- There are 298 lifeboats on station
- 129,807 lives have been saved since the RNLB was founded in 1824.

Costs

The cost of running the RNLB in 1997 will be £70m.

The approximate current cost of building a lifeboat is:

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

Lifeboats are often in the news, but their shore facilities receive much less of the limelight. In the first of series of articles on this hidden but significant aspect of the RNLI Shoreworks Manager **Howard Richings** takes a look at the recent and continuing programme of modernising and maintaining the Institution's 220 lifeboat houses.

Building up to the Millennium



Of all the ways in which lifeboats are launched there can be no doubt that the one which most evokes the spirit of a lifeboat crew setting out into the perils of an angry sea is the gathering of speed and spectacular launch of a slipway lifeboat. It is, therefore, appropriate that as the magical year 2000 approaches it will be the new class of slipway-launched all-weather lifeboat that provides one of the main focuses of attention for those in the RNLI who are involved in providing boathouses and supporting facilities for the volunteer crews.

All over the country there are millennium projects – designers are poring over hot computer screens developing ideas that will mark the new millennium and set the scene for the next 1,000 years. But while all this planning and dreaming is going on the RNLI has already been getting on with the task of renovating, modernising and rebuilding its boathouses.

The 1990s will be notable not only for the major achievements in completing the introduction of fast all-weather lifeboats and a major expansion of the inshore lifeboat fleet, but also for one of the most intensive programmes of building and civil engineering works in the Institution's history.

In the middle of the last century, in a period of 30 years, the Institution's then honorary architect, Charles Henry Cooke, designed and built upwards of 200 lifeboat houses, many of which still remain in various guises.

W. T. Douglass, a civil engineer with experience in building lighthouses, then carried forward the construction of boathouses, and it was his successors who saw other periods of significant developments – including the

building and adaptation of boathouses to take motorised lifeboats.

From 1940 to the late 1980s the Institution benefited from the sound, functional and high quality work of these earlier architects and engineers. During this time, when funding could be very restricted, works were limited to upkeep and maintenance only and new lifeboat classes were accommodated in existing boathouses.

Indeed, one of the principal design criteria for the Tyne was that she would fit existing slipway boathouses – a requirement that resulted in the Institution obtaining working lives of over 75 years from many of these structures, which is no mean achievement in some of the most exposed coastal locations in the country.

This situation could not last, of course. Even the best designed and built boathouses finally succumb to the unrelenting attack of the sea and the corrosive effects of a maritime climate. Also, facilities which were considered adequate 30 or 40 years before did not match the reasonable expectation of crews – improving standards of living led them to consider boathouses without toilets or decent changing rooms to be unacceptable.

Add to this the accelerated improvements in lifeboat design, the rapid growth in the need for fast response inshore lifeboats and the establishment of over 20 new stations and the driving force behind the current shore facility building programme becomes apparent.

In the 1980s the RNLI's forward planning clearly identified a need for a major building, adaptation and renovation programme. The scale of the work required and the financial implications led to the appointment in 1989 of a professional civil engineer as Shoreworks Manager to oversee

(Above) The new Atlantic boathouse at Penarth in South Wales was designed to provide modern accommodation for the lifeboat and crew yet harmonise with traditional seafront buildings nearby.

and manage the programme.

Detailed design and construction supervision services are still obtained from outside consulting engineers and architects – with Mr Douglass' successors, Posford Duvivier, still providing core civil engineering design services.

Transformation

So, with some 10 years to go to the millennial milestone, and without any thought of this approaching epochal *annus mirabilis*, the stage was set for a range of projects, many of which have already transformed the facilities at lifeboat stations throughout Great Britain and the Republic of Ireland.

The first priority was to provide facilities to house the new Mersey carriage-launched lifeboats, and the first new boathouse for this class was completed at Skegness in 1990. A Mersey on her carriage and coupled to a Talus tractor requires a length of 19m (63ft), and at Skegness, as at a number of other carriage stations, this was a principal factor in requiring a new building. The existing location, in a sea front terrace, was too restricted by adjoining properties to allow adaptation.

The first boat in the ambitious build programme of 31 station Merseys went to Hastings in 1988 – just squeezed into the existing boathouse by lowering the floor – and the last at Aldeburgh in 1993.

This programme was a challenge for the shoreworks office at Poole and for the RNLI's designers and contractors. It had been more than 20 years since the last new all-weather lifeboat house had been built, the slipway station at Padstow, although this had been a major civil engineering achievement.

Although there had been a continuous programme of building maintenance the project team was now faced with a new set of problems. It had the task of not only developing modern specifications for a new generation of boathouses, but also of coming to terms with the fact that many of the sites now lay within conservation areas, sites of special scientific

A new fish quay development was the catalyst for Tynemouth's new facilities. The derelict East Jetty was re-piled and re-decked to provide this boathouse and davit for the D class and an afloat berth for the all-weather lifeboat.



interest or other specially designated areas.

A number of the boathouses were listed buildings which, although a tribute to our forebears and a matter of pride for the Institution, was an added complication requiring special design approaches and often lengthy discussions with the controlling statutory authorities.

As anyone who has anything to do with building works in recent years will know, defining the line between reasonable planning concerns and the NIMBY syndrome is sometimes a difficult task.

Lifeboat houses are often prominent features and a focus of interest. They must, for obvious reasons, be located adjacent to suitable launching sites and, wherever practical, be as close as possible to the work and homes of the crew members.

Many of the existing boathouses are already part of picturesque beach or harbour settings and any change in these areas, particularly if it results in larger structures, is potentially controversial.

In many cases the character of the surroundings has altered during the lifetime of existing boathouses, often from working harbour or beach frontage to a more leisure and residential nature. The perceptions, aspirations and values of residents and visitors have also altered, and together these factors have combined to produce a more restrictive and critical planning environment.

However, the operation and housing of a lifeboat is still recognised in most places as an essential and legitimate seafront activity, and the RNLI has encountered generally helpful and favourable responses during the current building programme.

There has been some criticism and this occasionally reached the national press. While mostly exaggerated, and lacking at times in factual accuracy, this has served to emphasise the RNLI's responsibility to ensure that its buildings are appropriate – not only to the needs of

North Sunderland's 1991-built boathouse for the station's Mersey was one of the first of the 'new generation' buildings. A simple, functional design it has masonry cladding to complement the Seahouses coastline.



Filey's boathouse is not as old as it looks – it was in fact completed in 1991 – and was designed to fit a very restricted site on the promenade, as can be seen in the aerial photographs on page 27.

the crew and lifeboats but also to their surroundings.

Modern lifeboats represent state of the art standards in terms of design and performance, while the old boats that they replace will be long remembered and examples will be preserved in heritage centres and museums.

An exact analogy may not be possible with boathouses, but the general principle that we should use the most appropriate modern materials and building techniques – just as Cooke and Douglass did in their day – must be right if we are to leave a legacy of our time for the coming generations.

So, enough of the philosophising. In its approach to the year 2000 the Institution has been pursuing a policy of active upgrading and modernisation. Is it appropriate? Has it been successful? Questions which are best addressed by looking at the results.

The Circumnavigation

Let us take a tour of the coastline. No doubt in the next millennium we shall be able to take advantage of virtual reality technology, but this time round we must make do with the printed word and a selection of photographs.

In the best traditions of those who have made literary circumnavigations of these islands – Paul Theroux and Bill Bryson to name but two – there may well be omissions, but significant works have been undertaken at well over half of the 220 lifeboat stations since 1990. The journey will thus be both selective and extended over several

issues of *The Lifeboat*.

The first leg will be Berwick-upon-Tweed to the Humber, an area with one the highest concentrations of lifeboat stations in Great Britain and the Republic of Ireland.

Berwick has recently seen the opening of a new boathouse for its inshore lifeboat, housing the davit launched D class inflatable and modern crew facilities. In 1993 the main slipway boathouse was upgraded to take a Mersey – one of only three of the class to be slipway launched.

Nearby **North Sunderland**, with a conventional carriage-launched Mersey, was the site of one the first of the new generation of all-weather lifeboat boathouses to be built. Completed in 1991 the design is simple and functional but with some masonry cladding to complement the Seahouses coastline.

Moving South we pass by one of the oldest operational boathouses at **Newbiggin**, pausing only to note that a scheme to adapt and modernise the station for an Atlantic 75 is awaiting final consents before being put in hand.

At **Cullercoats** one must take time to contemplate the well preserved 1896 boathouse, with its bell tower and ornate gable end barge boards inscribed with the words 'So when they cry unto the Lord in their trouble he delivereth them of their distress and bringeth them into the haven where they would be' – certainly a building that Cooke would have recognised.

The modest improvements completed in 1993 belie the care and effort that was needed to avoid damage to this colourful building in its picturesque bay.

Tynemouth has, most appropriately, a Tyne, one of the few of this 'slipway' class to be kept afloat. She is soon to be replaced by a Trent on a new, permanent berth at the renovated and modified East Jetty.

This station had long awaited proper facilities for both lifeboat and crew, and an opportunity arose with the new North Shields fish quay development.

Few of Scarborough's summer visitors realise the extent of the lifeboat slipway, much of which is now buried by the rising level of the sand. Recent investigations showed it to be in remarkably good condition.

The visible portion is now used to gain access to the beach by the carriage-launched Mersey and her tractor.



The biggest shoreworks project of 1996, with a total value of £640,000, this involved re-piling and decking the derelict East Jetty to form a mooring and boarding berth and a site for a modern building to house the station's davit launched D class and facilities for both crews.

At picturesque **Staithes** the very restricted nature of the site of this 1876 boathouse – a listed building – has limited the improvements that could be made, and the near vertical-cliffs behind regularly add to the maintenance problems by raining rocks onto the roof! In 1993 the unique curving slipway was taken over by the RNLI and completely rebuilt in order to maintain the service.

Scarborough's traditional masonry-built slipway lifeboat station was adapted in 1991 to take a carriage launched Mersey – the slipway being used to give access to the beach for the tractor and carriage. This station also brings us to the first example of a series of major concrete repair contracts undertaken in the 1990s to give a new lease of life to existing reinforced concrete slipways and boathouse sub-structures.

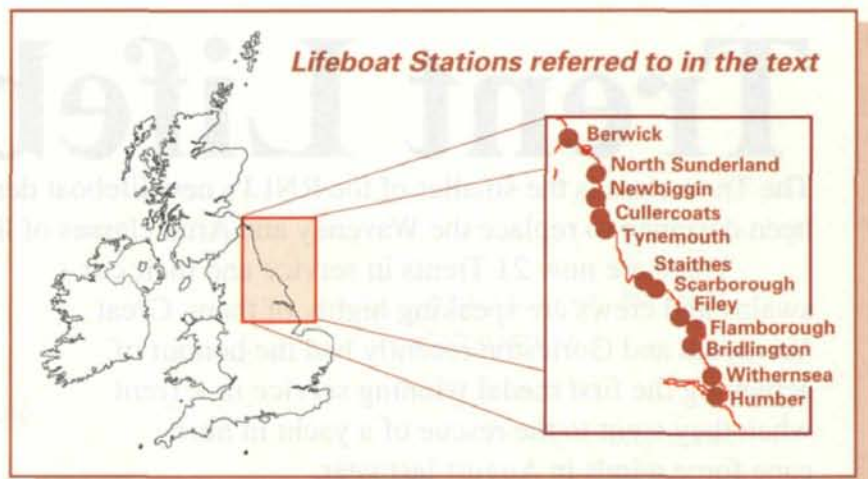
Today's observer at Scarborough would be forgiven for not recognising the extent of the slipway, as it appears no more than a low ramp onto the resort's sandy beach. Beach levels are now several metres higher than when the station was built, and hidden in the sand is an extensive reinforced concrete structure which must be maintained. Exploratory excavations showed the buried structure to be in surprisingly good condition compared with similarly aged exposed slipways elsewhere, and the repairs were largely restricted to the deck and upper part of the supporting piles.

A major challenge was posed at **Filey** where space is very restricted on the promenade and the Mersey and Talus tractor had to be accommodated on the existing terrace site, sandwiched between existing buildings and backed by a steep and potentially unstable embankment.

It was with some regret that the arched doors of the old boathouse could not be retained but the new boathouse, opened in 1991, fits well into its surroundings. As with so many civil engineering structures the piled retaining wall supporting the bank behind the boathouse, which allowed the site to be extended, is completely hidden. Unfortunately costs are not so invisible and the difficult site conditions were reflected in the £300,000 cost, bringing the RNLI's total investment to about £1.2m in boathouse, lifeboat, tractor and carriage.

At **Flamborough** a decision to place an Atlantic inshore lifeboat at a new South Landing site meant that an old, derelict lifeboat house there was demolished and replaced in 1993 by a new and larger building, constructed in a similar solid style appropriate to the rugged, exposed site. Walkers on the coastal path cross in front of the boathouse.

At **Bridlington** the new Mersey was squeezed into the existing boathouse with the aid of some minor adaptation works. The D



class inshore lifeboat, on the other hand, was provided with a new boathouse and crew facilities in 1993. The two facilities are a considerable distance apart as there is no space for the inflatable at the main boathouse. This is one of a number of stations where the Institution has to maintain more than one set of shore facilities.

South from Bridlington the coastline sweeps down the Holderness peninsular passing **Withernsea**, where the current coast protection works have led to plans for a new boathouse for the inshore lifeboat and modern facilities for the crew. Work is expected to start this Summer once the legal formalities have been sorted out.

The **Humber** lifeboat station is unique in a number of ways. A key station serving one of the busiest sea routes in Europe it ensures that any slight chance of life becoming dull for the shoreworks staff is but a dream. Books could be written on the natural forces at work on the famous spit that terminates at Spurn Head with its RNLI village and only full-time lifeboat crew, and it is with this unusual station that our next stage of the journey will begin.

• In the next instalment Howard Richings will look at the unique problems which beset the Humber station and then head south, taking a more than cursory look at Cromer, where the first and probably the most difficult and costly of the new slipway stations should by then be under construction. The itinerary will certainly include the 'Hanging Boathouse of Aldeburgh' so beloved of the Sunday press!

Then and now... When a new inshore lifeboat station was needed at Flamborough's South Landing the old disused boathouse (right) was demolished to make way for the new (below), built in the same simple and rugged style to suit the surroundings on the Yorkshire coast.

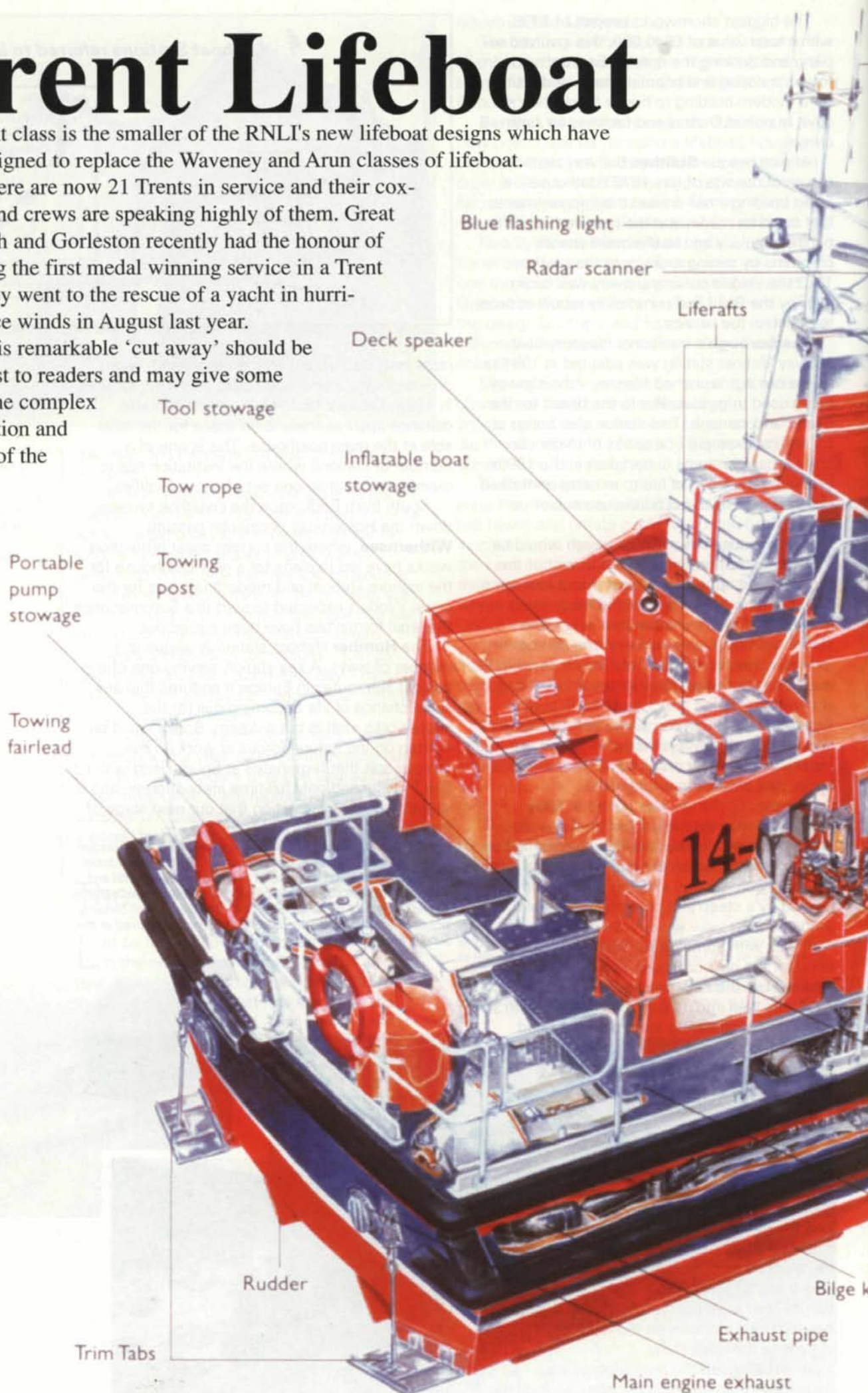


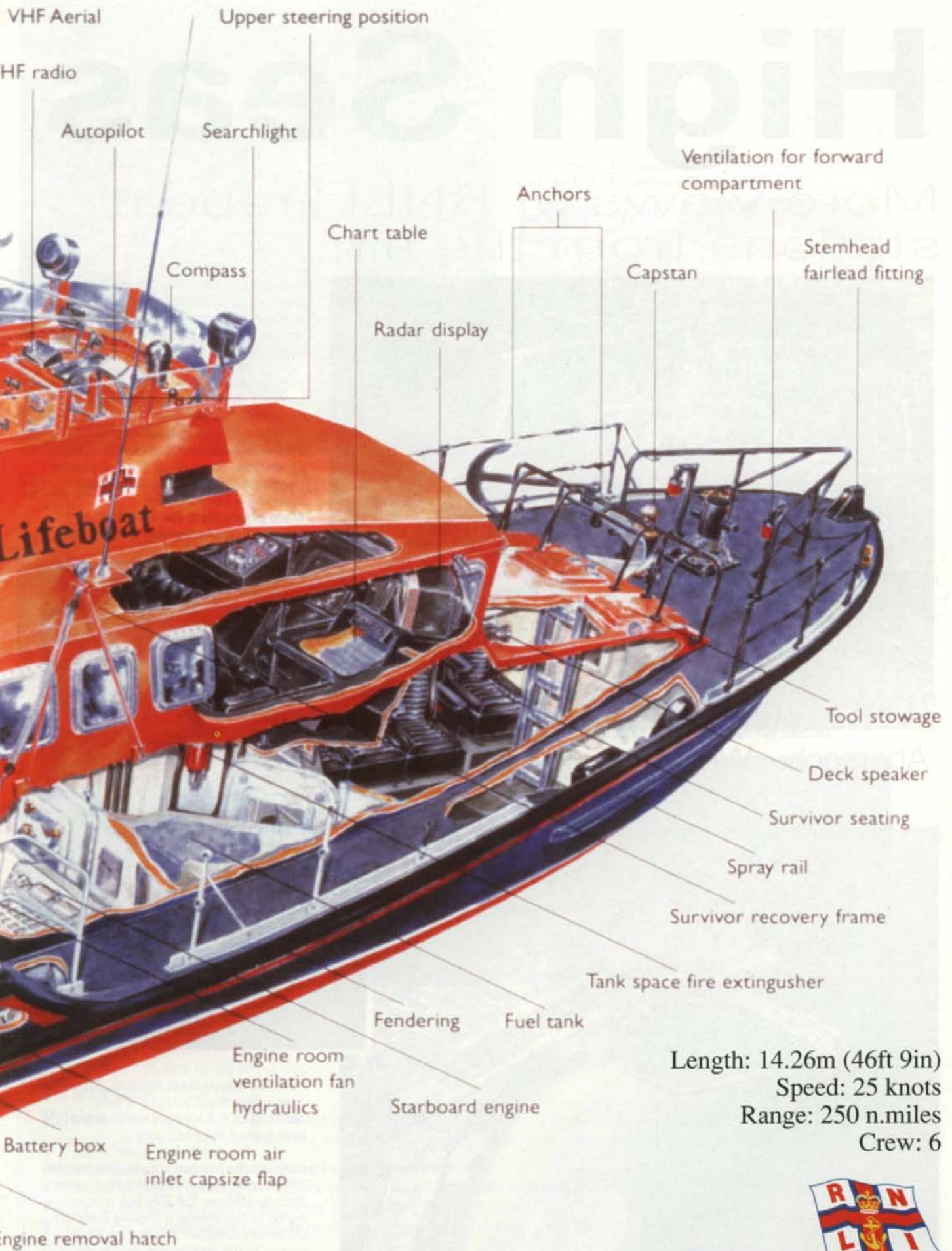
Trent Lifeboat

The Trent class is the smaller of the RNLi's new lifeboat designs which have been designed to replace the Waveney and Arun classes of lifeboat.

There are now 21 Trents in service and their coxswains and crews are speaking highly of them. Great Yarmouth and Gorleston recently had the honour of achieving the first medal winning service in a Trent when they went to the rescue of a yacht in hurricane force winds in August last year.

This remarkable 'cut away' should be of interest to readers and may give some idea of the complex construction and features of the class.





Length: 14.26m (46ft 9in)
 Speed: 25 knots
 Range: 250 n.miles
 Crew: 6



Lifeboats
 Royal National Lifeboat Institution

High Seas

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



Abersoch – West Division

Picturesque Abersoch, on the tip of the Lleyn Peninsula in North Wales, boasts two sandy beaches and is a popular area for powerboat and yachting enthusiasts.

The lifeboat station (just visible in the main photograph and clearly below) hides under trees on the right-hand side of the narrow harbour entrance. Completed in 1994, the station provides housing for the Atlantic 21 lifeboat, *Borough of Solihull*, launch tractor and improved crew facilities including a training room.

Main photo (left) Ref 661508

Detailed photo (below) Ref 661502



Portrush – Ireland Division



Portrush's Arun class lifeboat, *Richard Evans*, lies afloat within the safe confines of the harbour walls on the east side of the peninsula.

The boathouse (seen in the detailed photograph above) was built in 1924 to house the station's first motor slipway lifeboat *T.B.B.H.* but is now home to the station's D class lifeboat, *Jonathan Simpson*. Recent improvements to the boathouse include a museum, souvenir shop, improved crew facilities and workshop.

Main photo (left) Ref 653231

Detailed photo (above) Ref 653241



Buckie stretches for two and a half miles along the coast of north east Scotland, between Buckpool in the west and Portessie in the east. Once an extremely busy fishing port with over 1,000 fishermen working daily, Buckie had its first lifeboat in 1860 – the boathouse built in 1884 still stands today.

Buckie's Arun class lifeboat, *Charles Brown*, lies afloat in Buckie Harbour. The station's crew room and shore facility, which are also 'afloat' in the harbour on a supported platform, were formally opened in 1995 and can be seen in the centre of the detail photograph below.

Main photo (left) Ref 641450

Detailed photo (below) Ref 641462



Buckie – Scotland Division



Filey, delightful holiday town on the North Yorkshire coast, operates two lifeboats – a carriage launched Mersey class and an inflatable D class.

The lifeboat station lies at the northern end of the town's promenade near Filey Brigg, a long finger of rock which has been the cause of many shipwrecks in the past. The boathouse (centre of the photograph below) was originally built in 1889 but with recent improvements and the addition of a new boathouse, houses both lifeboats, the station's tractor and includes a souvenir shop and improved crew facilities.

Main photo (left) Ref 646782

Detailed photo (below) Ref 646786



Filey – North Division

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

Bookshelf

Lifeboat station histories

Wick Lifeboat

by Ian Cassells

published by Cluny Publishers at £3.50

Subtitled '150 Years of Tireless Service' this A5-size softback is a full and informative history of the saving of life at sea in Wick, starting back in 1828, 20 years before the lifeboat station was officially established – and long before the RNLI was formed and took over the running of the station in 1895.

In fact Wick's first purpose-built lifeboat arrived in 1846, but only served to demonstrate that eight men turning paddle wheels via a cranked handle might work well on a fine summer's day, but could not offer the kind of power needed for a lifeboat on this wild stretch of coast in Scotland!

However after this rather inauspicious start Wick became the home of many a conventional lifeboat, and the book takes us up to 1997, and the departure of *Norman Salvesen*, a Tyne class, and her replacement by the Trent class *Roy Barker II*, which graces the front cover.

An interesting volume which also looks at lighthouses in the area and includes a chapter on the formation of the RNLI and its history.

'Wick Lifeboats' can be obtained from Dr Iain Johnston, Wick Medical Centre, Martha Terrace, Wick, Caithness KW1 5EL for £3.50 including postage.

All of the proceeds of the book go to the Wick branch of the RNLI.

For the yachtsman

Sails

The way They Work and How to Make Them

by Derek Harvey

published by A & C Black at £12.99

ISBN 0-7136-4396-X

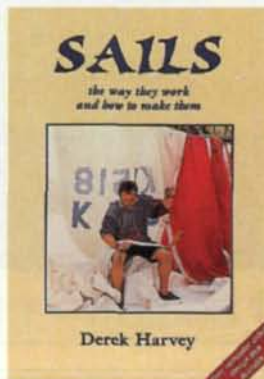
An interesting and very thorough investigation of the development of the sail – and various rigs – together with an easily assimilated look at why they perform as they do.

With the practical advice on design and construction included in the

following chapters, and the lack of obtuse jargon, this compact book should enable the practically-minded to produce a good suit of sails at a fraction of the price a sailmaker might charge.

As sails are the power plant of a sailing boat,

looking at matters from a lifeboat point of view a good understanding of sail handling and maintenance – and the encouragement to make new ones – can only be considered a useful aid to safety at sea.



General interest...

The Devil and The Deep

A guide to Nautical Myths and Superstitions

by Chris Hillier

published by Adlard Coles Nautical at £5.99

A short and humorous look at some of the many myths and superstitions which abound in the maritime world.

Not a complete dictionary, but covering a range from the predictable (whistling) to the bizarre (bananas – which apparently spell disaster for a fishing trip)!

Rosslare Harbour Sea and Ships

by John Maddock

published by Harbour Publications at £6

John Maddock is a native of Rosslare Harbour and also a professional newspaper journalist – two qualifications for writing this book which are clear throughout this factual, but very well written, account of the maritime activity on Ireland's south-east coast.

Centred on Rosslare Harbour the volume covers some 200 years of commercial shipping in the area, including the building of the lighthouse on the nearby Tuskar Rock – which cost the lives of 14 men when hurricane-force winds swept their temporary accommodation away.

The Rosslare lifeboats have a chapter to themselves, charting the establishment and subsequent closure of several stations in Rosslare Bay, between the shallow Wexford Harbour to the north and the new harbour at Rosslare to the south.

Rosslare Harbour, Sea and Ships is available from John Maddock at 226 Ashley Rise, Portmarnock, Co. Dublin, Ireland at £6, including postage.

Queen Mary and the Cruiser

The Curacoa Disaster

by David A. Thomas and Patrick Holmes

published by Pen and Sword Books at £18.95

ISBN 0-85052-5489

In October 1942, with clear bright weather and excellent visibility, the giant liner *Queen Mary* scythed through the diminutive cruiser *Curacoa* which had come out into the waters off Bloody Foreland – NW of Ireland's Co Donegal – to escort her to the safety of the Clyde.

338 men died in the five minutes it took for *Curacoa* to sink, and the whole incident was kept shrouded in secrecy until the end of the war two-and-a-half years later.

Co-author Patrick Holmes was one of the 101 men to survive that terrible collision and now, as one of the very few survivors still alive, he and David Thomas have pieced together an account which lays to rest many of the myths which have surrounded the tragedy.

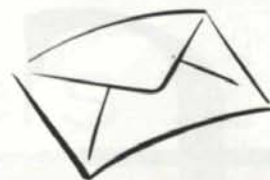
Thoroughly researched, detailed and yet with a human touch this is a book which makes strangely compelling reading.



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.

Your LETTERS



Any information?

I am researching the disaster which overtook HM Submarine *Thetis* in Liverpool Bay on 1 June 1939. At the time, it was the world's worst submarine loss in which 99 men perished.

If any readers have personal recollections, books, article, photos or memorabilia connected with this event, I would be very pleased to hear from them, especially regarding the service made

by the Llandudno lifeboat carrying Dr. Maddock Jones out to the destroyer *Somali* stationed at the scene.

Thank you in advance for any help readers may be able to give me.

Allen Rowlands
A9 (Phase 2) Coto de Rosas
29620 Torremolinos (Malaga)
Spain

Thanks to Eyemouth and Dunbar

I wish to thank Eyemouth and Dunbar lifeboat crews for their superb effort and bravery on a long hazardous mission due to uncontrollable circumstances of our steering failure.

The Eyemouth lifeboat sailed 100 miles to our position which took 5 hours at 21 knots, incredible considering weather conditions – Severe Gale Force 9 with a 5-7m swell and deteriorating.

When I first saw the lifeboat some two and a half miles off, I thought it looked like a ball of spray coming towards us. Lying alongside of us, I was really surprised at the way the lifeboat handled in the rough conditions.

The tow was passed over and when we got into the tow and on course, I knew we were in for a rough time with the wind and sea on the port broadside. The lifeboat



Eyemouth's 14m Trent class lifeboat in calmer seas.

handled our boat with no problem at all, considering our length of 21m and weight of 68 tons. This was quite a feat for a smaller and lighter craft – with the lifeboat's engines at 3/4 speed doing 5-6 knots on its own. We assisted later with our own engines at low revs and full pitch. We increased our speed to some 8 knots, very good considering the conditions. Darkness closed in and the weather deteriorated. The swell was increasing and was, at times, as high as 8m. White waves were breaking over us on the broadside and at times we lost sight of the blue flashing light from the lifeboat.

We felt sorry for the lifeboat crews – with the rolling and pitching some were sick and it must have been very unpleasant for them.

At around 2300 our tow rope broke. The lifeboat was getting low on fuel so she returned to port to refuel and Dunbar lifeboat (also a Trent) took over the tow until Eyemouth boat returned – again, Dunbar lifeboat made an outstanding job in the rough seas.

One and a half miles of Eyemouth we took in two coils of tow rope where Eyemouth resumed the tow and the Dunbar lifeboat took the stern line – the tow ended shortly after 2300.

I hope the above helps you to form a picture of the event. My crew and I feel the lifeboats have proved beyond a doubt their outstanding efficiency and capability of the design of the Trent lifeboat – well done to both crews and boats.

Douglas Stewart
Skipper, *Mayflower (V)*

Editor's note: See Trent class 'cut-away' in the centre pages of this issue.

Designs for the future

I always enjoy reading *The Lifeboat* – particularly the accounts of rescues and reports on technical developments.

I was, therefore, most interested in the article describing the evolution of a specification leading to the design of the next class of lifeboat. It is not surprising that the Institution leads the world in the design of lifeboats – not only from experience of the past but also from the 'in house' design ability. But I then liked your intention to see if wider commercial experience could be involved in the production of the next generation of lifeboats.

This could not only benefit your own programme, but might give your commercial partner access to overseas sales of what will be a world beater.

Well done and good luck.

R F Jackson CBE MA FEng
Cheshire

Lifeboat abroad

Recently whilst my wife and I were visiting friends in New Zealand they arranged for us to take a fishing trip out to the local Seal Islands and we were surprised and delighted to find our vessel to be ex-RNLI Liverpool class, *Tillie Morrison Sheffield II*, currently named *Rescue III*.

Mr Chadfield 'Chaddy' the present owner is very proud of her and operates an unofficial rescue service out of his base in New Plymouth harbour. I understand he bought her after she had been on station in Sumner, near Christchurch, New Zealand for some 20 years and prior to that had been stationed at Bridlington between 1953 and 1967.

A boathouse complete with slipway has been constructed and she is slipped and recovered with all passengers aboard after every charter. When I questioned the advisability of such frequent slipping the reply was, 'That is what she was designed to do.'

The boathouse is full of lifeboat memorabilia and apart from the want of some fresh varnish, the lifeboat is a credit to her builders and the Institution.

Malcolm C Smith
Cheshire

Letters from readers are always welcome. Address them to: The Editor, *The Lifeboat*, RNLI, West Quay Road, Poole, Dorset. BH15 1HZ and mark clearly 'for publication'.



The Fundraisers

Surf and turf



A fundraising evening organised by the Campbeltown ladies lifeboat guild was a great success thanks to a fashion show of Douglas Gill's sailing and outdoor clothes and a fascinating talk from Tony Lambert, horticulturist extraordinary. Not a mixture that immediately springs to mind, but after guests were shown the sort of clothes to wear while sailing round the world or visiting the tropics, Tony explained how to grow avocado, pineapple, banana and palm trees. On a cold winter's night the audience were willingly 'transported' to warmer climates!

Douglas Gill boosted the evening's raffle prize list by donating two jumbo sized holdalls and a selection of garden tools, together with a framed picture by Richard Ansdell from Tony Lambert. Refreshments were provided by guild members who were delighted with the £365 raised from the evening.

Quizzed!

Following the success of last year's event, Falmouth lifeboat guild held a second quiz night at the Falmouth Watersports Centre on 20 February 1997.

Questionmaster Rod Allday had prepared rounds on subjects as diverse as mythology and pop song lyrics and once again, there was a friendly rivalry between the 30 teams who entered, many of whom are based at the Centre. The winners were The Trellis Four - Frosties came second and third were Woddentops Anonymous.

A total of £273 was raised for the RNLI during the evening and the quiz was enjoyed by all who took part.

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

Guided ladies



All in mellow yellow - the ladies of Walton and Frinton lifeboat guild with their trophy.

Walton and Frinton ladies lifeboat guild entered two boats in the Thames Great River Race in September 1996 - rowing 22 miles of the Thames from Richmond, Ham House to The Isle of Dogs.

The branch ladies own and maintain their own boat *Gilded Lady*, which is entered in local regattas, raising much cash from sponsorship. The crew of *Gilded Lady*, Sue Barrow, Sue Berry, Wendy Wright, Lynn Brunt, Sue Mann and Karen Hunn came first in the veteran ladies category winning them the Paul Satow trophy, they also came third in the ladies class on handicap. The Walton ladies crossed the line in 26th place overall out of 213 crews of men and women in 3hrs 33mins 49secs.

Their second boat *Eadwulf of Walton*, crewed by Miranda Rayner, Irene Wren, Karen Rouse, Lynnette Sparks, Anne Hockeridge and Alison Taggart completed the course in 3hrs 29mins 38secs, finishing 107th overall.

The two crews raised £1,636 for Institution funds through sponsorship.

Branch knees-up



Cwmbran branch and Parsley Hay country dance band recently organised a ceilidh at Cwmbran Rugby Club in aid of the RNLI. You can see from the above photograph that the band fully entered into the spirit of the occasion - but this comes as no surprise as two of the band are members of the Cwmbran branch - and one is vice chairman! The event sold out, raising nearly £300, and there are plans for another in the future.

£ The Fundraisers £

Top box?



A collection box filled by patrons and staff of The Masons Arms pub in Cilgerran, Wales has been dubbed 'top box' by Cardigan branch – every three to four weeks the box secretary is on standby for a call to the Masons.

Between July 1996 to March 1997 a total of £619 was raised, the most profitable out of 56 collection boxes in the Cardigan area for the year ending March 1997. Can anyone better this total over the same period?

Shark bites



Dougie Munro hands cheque for £1,000 over to Eddie Fraser with Jim Slater (left), Joe Connolly (right) and Clair Calder looking on.

Thurso branch received £1,000 in 1996 from the sale of Porbeagle sharks caught by anglers fishing in the Pentland Firth. The anglers fished from local angling boat, *Karen*, owned and skippered by Clair Calder, a committee member of Thurso branch – his mate Eddie Fisher is the branch vice chairman.

The anglers were Jim Slater, Joe Connolly, Joe Edwards, Martin Mitchell and Jim Ryan. The Sharks were sold by Denholm Fishselling – salesman Dougie Munro is also a crew member of the Thurso lifeboat and all the money was handed to the branch.

This year a further four sharks were caught raising £653. Three were caught on *Karen*, the fourth by committee member, Alexander MacDonald from a local 20ft boat which is owned and skippered by Carl Ferrier, the son a committee member. The anglers were Gordon MacKenzie, Marcus Blackwell, Colin Parsons, Alexander MacDonald.

In brief

WOOD Group Offshore of Great Yarmouth recently supplied 5,500 litres of fuel free of charge for the Gorleston's Trent class lifeboat – a most generous donation.

ROY AND Ann Wood of Carters boat yard, Buckden are ardent supporters of RNLI through **St Ives** branch. A few years ago Roy shaved off half his beard and kept it that way for two weeks helping him to raise some £600. They also have a collecting box at the boat yard which has raised over £2,000 over the last six years.

A SEA-ANGLING club at the Spread Eagle public house in Reading, started a '50 club' in aid of the RNLI about 18 months ago. All the regulars in the pub were involved in the weekly draw but sadly organiser, Stan Curtis, was recently killed in a road accident so the final amount raised, £819, was very much in his memory. The angling club often went out from Hayling Island and a link has been set up between the pub and the lifeboat station.

A VERY successful Christmas coffee morning was held by the **West Wight** guild at the George Hotel in Yarmouth which, including the sale of souvenirs, raised £706. RINGWOOD musical and dramatic society nominated the RNLI as one of their charities to benefit from their highly successful 1996 summer show. Chairman Tom Glasson presented Peggy Ingleton, chairman of the **Ringwood** branch, with a cheque for £750 at a recent rehearsal.

TEN year old Damien Rhodes from Scarborough took part in the 13th Leeds

swim marathon – completing the course in just over 2hrs and receiving a gold medal! As Damien's gran is a Shoreline member, he collected sponsorship for his swim, splitting the £128 raised equally between Scarborough lifeboat and his school.

A VERY busy and profitable year was had by **Epping and Theydon Bois** branch during 1996, raising a total of £8,095. The branch's main event, held in November, was a 'Nautical Olde Tyme Music Hall', staged by local drama group, the Wanstead Players.

Ladies of the committee provided supper and the occasion was well supported raising over £1,115. Other events included a sherry morning at the home of the branch president, souvenir sales at many fundraising events and house to house and street collections.

DUE to two very profitable events, an auction of gifts and promises raising £1,725 and the annual fork luncheon raising over £1,600, together with profits from other events, the **Lichfield** ladies lifeboat guild were delighted to have raised £10,000 for lifeboat funds during the last financial year.

A COFFEE morning at the Royal Solent Yacht Club in Yarmouth, gave **Isle of Wight** guild a great start to the year by raising £488 for the RNLI. In April, 80 members and guests also enjoyed a spring supper at the club, at which John Owen, RNLI senior area organiser, presented Dick Callaway, branch treasurer, with the RNLI silver badge.

Bed month success



During national bed month, David Phipp house furnisher of Ferndown in Dorset, chose to support the RNLI by donating £10 for every bed purchased in March.

At the end of the promotion Ronny Spurr, treasurer of Ferndown branch and his wife Betty were presented with a cheque for £1,100 by David Phipp, managing director of the company.

David Phipp commented 'During bed month we like to support a charity. Mr and Mrs Spurr are very enthusiastic fund raisers for the RNLI and it has been a pleasure to work with them and I am delighted to present them with this cheque. We would also like to thank our customers who have supported us during this promotion.'

£ The Fundraisers £

Anniversary supper



Blue Peter I crew past and present: (left to right) Peter Cheney, station branch chairman and original station honorary secretary; with original crew members, John Pelham, Roy Cole and George Moore; Gerry Prest (centre), fundraising branch chairman; (right to left) Paul Naish, station honorary secretary; with present crew members Ivan Greer, Jack Pidcock and Peter Knight.

Littlehampton branch celebrated the 30th anniversary of the town's inshore lifeboat, *Blue Peter I*, on 17 March 1997 at the Littlehampton sailing and motor club. The event, attended by some 80 people including past and present members of the lifeboat crew, raised £440 for Institution coffers.

A stall, manned by Kathleen Woollven and Vera Barnes, sold lifeboat souvenirs including limited edition china and earthenware mugs, glasses and tankards. The tankards were sponsored by lifeboat builders William Osborne. Vera also ran a raffle, the first prize of which was appropriately won by Barbara Moore, wife of George who was coxswain of the first *Blue Peter I* and former deputy launching authority.

Peter Cheney, branch honorary secretary and former station honorary secretary, gave a talk tracing the history of the station from the original *Blue Peter I*, funded by an appeal from the popular children's television programme, to the present Atlantic 21 lifeboat.

After the talk guests tucked into fish and chips provided by Fred's Fish and Chips and watched the RNLI film 'Beside the Seaside'.

Lymm ladies

The ladies of Lymm and district branch (pictured right with RNLI area organiser for the North West, Jim Crowther) held an antiques evening on 8 November 1996 which raised over £1,200 for Institution funds.

The event was held at the Lymm Hotel and started with a short talk by representatives of Capes Dunn & Co, a firm of auctioneers and valuers from Manchester, followed by cheese and wine. There was an large tombola and raffle, making the evening a great success.



Sixties revival

Lynne Crockford, vice chairman of Tenby ladies lifeboat guild and wife of Charles, Tenby lifeboat's station mechanic, had an idea to organise a sixties night dance to raise lifeboat funds. The dance took place at the De Valence Pavilion in Tenby on 8 November 1996 with music played by old Tenby band, The Frantic Five and Friends, who were making a special comeback for the evening.

Mike Day, the band's drummer, is a management committee member and his father Les managed the group in it's early days and was a former mechanic of Tenby lifeboat.

With the help of the guild and the station branch committee all the 700 tickets were sold before the event – the first time for an event at De Valence, raising the magnificent sum of £4,150. The band gave their time for nothing and the event was sponsored by Texaco, National Power and local business people making a very successful and enjoyable evening.

Raising the dough



Six year old Alexandra Avern presented a coffee jar containing £6.50 to Lymington Spa branch treasurer Tony Avern (the second name is not a coincidence, Tony is her uncle!). Alexandra is a keen lifeboat supporter and member of Storm Force, the RNLI's club for young people, and raised the cash for the RNLI by baking and selling cakes and also selling some of her toys.

Keel haul ball!

The 5th Keel haul ball, held at Elmers Court Country Club, Lymington on the 27 December 1996, raised just over £1,500 for the Lymington lifeboat station.

The ball is held every two years mainly for Lymington and Hamble yachtsmen – many of who have called upon the services of the lifeboat at some stage of their yachting lives!

Organisers, Mr and Mrs C W McKeon and Mr M McKeon who are already looking forward to organising the next ball in 1998, presented a cheque to Lymington lifeboat officials.

Fine time

During the pre-election fever of April, drinkers at The Lifeboat Inn, Thornham, were warned to keep quiet about their political opinions or pay a fine to the RNLI!

Pub owner Charles Coker told local newspaper, Lynn News, 'People started talking about politics in the bar and we realised very quickly that it is probably the most boring subject in the world and that is not what people come out to a pub for. 'The RNLI is the charity we are supporting because as far as we are concerned, all the parties are all at sea and they are going to need help to rescue them.'

Fines included 20p for mentioning the unmentionable subject, 50p for announcing favour to any party, £5 for being, looking or sounding like a candidate, and £100 for being a party leader.

£ The Fundraisers £

Storming Norman



Norman Whereat, Cirencester branch Chairman is pictured above manning the RNLI stall at a Christmas sale where the total value of goods sold topped £2,500.

Norman is celebrating his 40th year as a member of the branch which he helped to form when he moved to the area from Wiltshire. At 74 years of age he still enjoys showing films and giving talks on the RNLI but is always on the look out for new helpers to take over his work.

Central fundraising update

BT Global Challenge Round the World Race – *Toshiba Wave Warrior*, under skipper Simon Walker, continues to do well, coming third on the fourth leg to Cape Town and lying second overall.

There were three RNLI crew members on the last leg – Angela Morris from Fishguard, Chris Gasken from West Kirby and Haydon Scott Edwards from Craster. Unfortunately, Haydon sustained a nasty fracture to his leg and is now home. Angela has continued on the current leg to Boston. The race finishes in the Solent in July. Thank you to all those who have returned sponsorship forms, the event is well on the road to funding an Atlantic 75.

Skandia Life Cowes Week – The RNLI is the official charity for Skandia Life Cowes Week at the beginning of August. Besides the local branch activities, the Institution will also be promoting **Offshore** on the International Paint stand. Promotion of new membership is being spearheaded in

the Times supplement for the week, where an Avon rigid inflatable boat is being offered as a prize.

The Harbour Account – This is a new product from Royal Bank of Scotland. It is a 30 day postal savings account, offering excellent interest rates to RNLI members. The minimum balance required is only £500, and full details are shown in their advertisement on page 16. Given 2,000 new accounts the bank has guaranteed £50,000 towards a new lifeboat. Other products are also available – from credit cards to health care, photographic services to travel, together with most forms of insurance. Each provides the RNLI with a return so please ask for a quote.

Other new promotions – Single Service Sugar (a subsidiary of Heinz) is running a promotion throughout cafes and restaurants, on sugar packs, offering a die cast double-decker bus in RNLI livery for only £2.75. Williamson and Magor, the suppliers of Lifeboat Tea, are also offering lifeboat models with their packs.

Busy Brighton

Brighton branch had a busy few weeks between late February and the end of March when they put on major displays at a local model exhibition (with model lifeboats on an adjacent stand, of course), a one day collection at a local Asda supermarket and then manning a stand at the Brighton Boat Show over the Easter break.

Neither of the show stands cost the branch a penny, the space

being donated by the organisers in both cases.

The model exhibition brought in more than £700 in souvenir sales, donations and draw tickets; the supermarket collection raised another £579; and the Brighton Boat Show stand topped it all with total receipts of just over £1,800!

From auction to action

When Ronald and Christine Zeghibe started bidding for lot 7 at the RNLI London region Christmas ball, they did not expect to find themselves at sea in the sort of rough weather that is experienced by lifeboatmen. As winners of 'A day at sea with the Royal Navy during the Thursday War', they joined the ship's company of Portsmouth-based destroyer *HMS York* under the watchful eye of Flag Officer Sea Training in the sea areas off Plymouth during the middle of February.

Having joined the night before and dined with the commanding officer, Commander Andy Moll, it was down to overalls, life-jackets and anti-flash protection the following day as *HMS York* battled through gale force 8 conditions to provide air defence cover for the rest of the task group ships on exercise. Although unable to fly in the ship's Lynx helicopter due to the high sea state, Ronald and Christine packed in a full day of activity as they toured the ship's operations room, Seadart missile magazine, machinery spaces and galley, often finding themselves confronted by thick smoke as the damage control teams went through their drills. There was even the chance to sample the culinary delights of action messing as the whole ship's company of 280 were put through lunch in less than 45 minutes!

Both enjoyed their day. Ronald said, 'the other auction lots on offer could have been arranged through a travel agent but this was a unique experience'.



Ronald Zeghibe on the bridge of HMS York with Iain Leitch

PEOPLE AND PLACES

around and about the RNLI

Mr Rumbold serves up the winners



Nicholas draws the winning tickets assisted by David Brann, RNLI marketing manager, Beckie Rose, lottery administrator and Julia Fish, lottery development officer.

Nicholas Smith, alias Mr Rumbold in the BBC television comedy programme 'Are You Being Served?', picked the winning tickets in the RNLI's 77th lottery on 30 April 1997. Nicholas was appearing in *The Return of Sherlock Holmes* at the nearby Poole Arts Centre and was able to take time out of his busy schedule to draw the winners.

First prize was £2,000 with 13 runner-up prizes ranging from £1,000 to £50. This lottery raised over £148,000 and the winners were:-

£2,000 Mr and Mrs S Richards, Kincardineshire

£1,000 Mr Jones, Cheshire

£500 Mr P Perryman, Bath

£250 Mrs J Dawson, Derbyshire

£100 Mrs M Fletcher, Cheshire; Mr E M Ladmore, Torquay; Mr R F Hale, East Sussex; Mr C E Bowman, Maidenhead; Mr C Hancock, Hemel Hempstead

£50 Mr S Sanderson, East Sussex; Mrs O B Cheney, Bridport; Mr A Woodhead, Gwent; Mrs Talton, Lincs; Mrs B West, West Sussex

Obituaries

With deep regret we record the following deaths:

October 1996

Mr W H (Sam) Dee, chairman and honorary secretary of Pembury branch from 1985 until his death. He was awarded a statuette in 1994.

November

Mrs A C R Scorgie, joint president of Dumfries branch. Mrs Scorgie was awarded a bar to gold badge in 1993, a gold badge in 1978 and a silver badge in 1963.

Cdr P Fletcher RN Rtd, founder member, box secretary and former chairman of Wargrave branch. He was awarded a certificate of thanks in 1985.

December

Charles Putland, former box secretary of the Medway branch since the mid 1980s. Charles collected over £30,000 during his term as box secretary and was awarded the silver badge in 1996.

January 1997

Ray Bartlett, Camberley branch treasurer and branch committee member from 1983 to 1993.

Norman Canning, founder member and former secretary of the Gravesend branch from 1970 until 1992. Norman was awarded the silver badge in 1989 and remained active on the committee until his death.

February

William Muir, Anstruther station honorary secretary from 1975 until 1994. Mr Muir was the station's deputy launching authority from 1972 until his appointment as honorary secretary and was awarded a gold badge in 1993 and binoculars in 1985.

George Bernard O'Reilly,

Skegness deputy launching authority from 1987 to 1994 and between 1995 and 1997. Bernard was also vice chairman and box secretary of Skegness branch and served as a crew member on Skegness lifeboat for over 16 years.

Mr R Iain MacLean, chairman of Stornoway station branch. Mr MacLean was chairman since 1981 and received a silver badge in 1992. He was formerly coxswain of Stornoway lifeboat from 1972 until 1979.

March

Edward R Coker, president of Didsbury branch. Mr Coker was a founder member of the branch in 1964 and held office as chairman until 1967 and president from 1967 until his death. He was awarded the silver badge in 1983 and the gold badge in 1994.

April

Mrs E L Coppack, honorary secretary of Connahs Quay branch. Mrs Coppack was awarded the gold badge in 1977.

Mrs Barbara Harding, honorary life governor since 1984. Mrs Harding was honorary secretary and souvenir secretary of the Seaton and Beer branch and was awarded the silver badge in 1972 and the gold badge in 1977.

Lt. Commander Peter Morton RN Rtd, committee member of Okehampton branch for over 30 years. Over £800 was given to the RNLI in his memory.

May

Harold Jones, Ex-full time coxswain of Beaumaris lifeboat. Harold was bowman between 1946 and 1953, second coxswain between 1953 and 1966 and retaining coxswain between 1966 and 1968.

Reunited with rescuer!



Bill Elcoat, left, with Ronald William Dixon on board Sir James Knott at Kirkleatham Old Hall Museum in February 1997

Bill Elcoat's research for a magazine article led him to the Kirkleatham Museum in Redcar, causing him to bump into Ronald William Dixon, retired coxswain/mechanic of Redcar lifeboat – the very same man who rescued Bill from a fishing vessel in May 1973.

Bill was aboard the *Chrysolite* along with 14 other people on a fishing party when the boat developed engine failure. Redcar lifeboat, with R W Dixon as coxswain, was alerted and took the vessel under tow to Hartlepool.

Bill, who was writing about his rescue for a magazine, also got to see the lifeboat he was rescued by, *Sir James Knott*, which is now an exhibit at the museum.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Barry Dock – Arun class 52-23 (ON1082) *Margaret Frances Love* on 11 May 1997 (temporary station duty) **See opposite page**

INSHORE

Queensferry – B735 *Donald & Ethel Macrae* on 8 May 1997

St Ives – D515 *Spirit of the RCT* on 8 May 1997

Burnham-on-Crouch – D519 *Ernest & Rose Chapman* on 12 May 1997

PEOPLE AND PLACES

around and about the RNLI

One hundred years at Hartlepool



Five Hartlepool men, who between them have served the RNLI for more than 100 years, were presented with awards for long service by Guy Platten (former deputy divisional inspector for the North) on 30 January.

The awardees, shown above (left to right) with Guy Platten in the centre, are Dave Foster, Captain Alex Kirk, Robert Williams, Captain Illingworth and Eddie Porritt.

Lifesaver overseas

John Harris, assistant mechanic of The Lizard lifeboat recently visited Egmond-Aan-Zee, North Holland for the retirement party of Schipper (coxswain) Kees Zwart.

Kees, who started as a crew member in 1965 and became Schipper in 1977, came to The Lizard to visit the lifeboat station in 1993 – John then made a return visit to Egmond in 1994.

At the presentation ceremony John presented Kees with a framed photograph of the Lizard lifeboat. There were representatives of all 37 Dutch lifeboat stations present and John was a little surprised to find himself the only UK representative, given that Kees is so well known on both sides of the sea. However, John enjoyed some real Dutch hospitality and the party went on for many hours!



Lifesavers 60 years ago – the above photograph of St Andrews lifeboat crew was given to Michael Ashley, RNLI regional manager south east, from a lady at a local branch meeting.

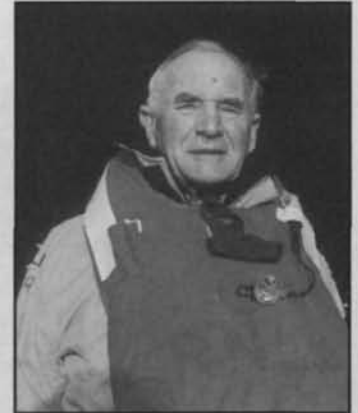
St Andrews lifeboat station, Fifeshire, originally opened in 1800 and closed down in 1938, a year after this photograph was taken – an eagle-eyed, reader from Scotland may recognise a relative...

Doctor do-a-lot

As Doctor George Middleton MBE retires as deputy honorary medical adviser (HMA) of St Davids lifeboat, he reflects back on his first service with the station shortly after his appointment as HMA in 1956.

The lifeboat launched to a sick lighthouse keeper but because of the horrendous weather conditions it was impossible to take the man off. The next day Doctor George (as he is affectionately known) was picked up by helicopter and lowered onto the lighthouse, the keeper received medical attention and was airlifted to hospital – quite an experience for a new HMA!

Even though Doctor George has retired from official HMA duties at a very young 76, he still continues his support as editor of the HMA journal, a member of the RNLI medical board, a medical referee and president of St Davids branch – best wishes and good luck for your busy retirement!



Philip Colville MBE

With regret we report the death of Philip Colville MBE, a Life Vice President of the RNLI. Mr Colville joined the Committee of Management in 1956 and was appointed a Vice President in 1974 and a Life Vice President in 1985.

Margaret and Matthew



Barry Dock's temporary Arun class lifeboat, *Margaret Frances Love* (above left), visits Bristol during sea trials to accompany the replica ship, *Matthew*, on the start of her journey out of the Bristol Channel.

PEOPLE AND PLACES

around and about the RNLI

Nos amis de la SNSM



Members of Ilfracombe lifeboat in sunny St Malo with their French counterparts – can you spot the difference?

At the end of March, eight crew members of the Ilfracombe lifeboat visited their counterparts of the SNSM (Société Nationale de Sauvetage en Mer) in St Malo, France.

A common interest in lifesaving, coloured with long forgotten smatterings of English and French, soon helped the crews overcome the language barrier. The RNLI visitors enjoyed excellent hospitality and a fascinating day aboard *Pourquoi Pas II*, an 18.5m 20 knot lifeboat. The crews compared operational notes and watched a navigation exercise among the granite islands of St Malo Bay – we are told that the French lifeboat had all the capabilities of an RNLI vessel but some of the crew comforts were limited...

A speech of thanks and tribute was given in immaculate 'Français' (although this was only his opinion!) by Bob Thompson of Ilfracombe lifeboat before an exchange of gifts which included photographs, an unmarked bottle of a clear highly-volatile liquid, and an RNLI plaque which now takes pride of place in the wheelhouse of the St Malo lifeboat.

Ilfracombe lifeboat crew were most grateful for their long weekend and now look forward to their new friends from St Malo coming to England on a return visit.

The caring approach to a sensitive subject

THERE COMES A TIME IN LIFE

when it's natural to consider your own funeral... and to think about loved ones and what you'd like to leave them.

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Royal National
Lifeboat
Institution

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Presentation of Awards

As usual, the morning's Annual General Meeting was followed in the afternoon by the Institution's Annual Presentation of Awards, both to voluntary workers and for gallantry.

Mr Acland opened his first address to the meeting as Chairman with the recollection that during his long involvement with the RNLI he remembered the first of the Waveney's leaving her builders yard as the newest and fastest class of lifeboats – a class which was now being replaced in turn by a new generation of lifeboats.

In fact, he added, only last month one of these lifeboats was almost at the end of her last passage back to Poole for disposal when she encountered a windsurfer in difficulties at the entrance to the harbour. Almost before the sailor realised he was in trouble the Waveney was alongside and taking him to safety. Somewhat surprised the casualty asked the crew where they had materialised from: 'Arklow, in Ireland,' was the reply, 'glad we made it on time!' Mr Acland commented that even with their new 25-knot Trent he doubted they could promise quite such a prompt service!

Progress

The Chairman then outlined the progress which the Institution had made during the past year, paying tribute to the volunteer crews and fundraisers which had made it possible.

No matter what new methods of fundraising were employed, he said, it was the enthusiasm of the volunteers all over the country and the loyalty of the supporters which were fundamental to the RNLI's well-being.

The awards for gallantry which were shortly to follow fuelled that enthusiasm, Mr Acland added, remarking that although helicopters had been on hand on several occasions the conditions had been so severe that only the lifeboats could carry out the rescues.

Last year was second only to 1995 for the number of lifeboat launches, and although the afternoon's awards represented the most remarkable services there were many thousands of others every year which would command admiration if there was time to recount them.

There would, he said, always be a need for a lifeboat, and there would always be a need for supporters such as had gathered at the Barbican that day, supporters who had been responsible for raising some £60m in 1996.

Paying tribute to the amount of hard work and ingenuity which had gone into raising such a sum the Chairman moved on to introduce HRH Prince Michael of Kent, who

was to present the awards.

Before presenting the awards the Prince remarked on his pleasure at being present at the meeting, and his long family connection with the RNLI. His father the late Duke of Kent and his mother Princess Marina both having been presidents of the Institution before the current president, Prince Michael's brother, the Duke of Kent.

Links

Prince Michael had other links with the RNLI's values and way of thinking, being Commonwealth President of the Royal Life Saving Society, whose aim was to prevent people drowning while bathing, in lakes and waterways – and even the bath. In short, Prince Michael said, virtually everywhere that the RNLI was not involved!

It was, His Royal Highness added, both admirable and quite astonishing that a lifeboat service costing £60m a year to run can be supported exclusively by voluntary funding.

Prince Michael's recent experiences as a crew on one leg of the round the world yacht race had given him an insight into the conditions which lifeboat crews can experience. His thoughts had often turned to the RNLI as a result of his experience. He had learned a tiny bit about what motivates people when the going gets tough and the odds are stacked against you, and had gained an insight into what the coxswains and crews of the RNLI had to go through to prepare themselves before going out to face the potential risks every time they launch.

Awards

The Prince then presented the awards to the voluntary workers, followed by the five Bronze Medals for Gallantry.

For the first time the citations for the gallantry medals were accompanied by a short video, made by RNLI staff and allowing the crew themselves – and sometimes the casualties – to describe the conditions and the way they went about the rescue.

Lord Stanley of Alderley, a Vice President of the Institution, thanked Prince Michael for attending to present the awards, adding that it was encouraging to hear an appreciation of the work of the lifeboat crews from one who understands what it means to pit oneself against an often unkind sea, and that his description of conditions in the round the world race would have struck a particular chord that afternoon.



HRH Prince Michael of Kent addresses the visitors before presenting the awards to voluntary workers and the awards for gallantry

Awards for Gallantry presented at the Barbican



Bronze Medal
Coxswain **David Mason** of Great Yarmouth and Gorleston for the service to the yacht *Olline* on 29 August 1996 – see *The Lifeboat* Winter 1996/7 for a full report of the service



Bronze Medal
Coxswain **William Catchpole** of Lowestoft for the service to the yacht *Red House Lugger* on 29 August 1996 – see *The Lifeboat* Winter 1996/7 for a full report of the service



Bronze Medal
Coxswain/Mechanic **Ian Firman** of Aldeburgh for the service to the yacht *Red House Lugger* on 29 August 1996 – see *The Lifeboat* Winter 1996/7 for a full report of the service



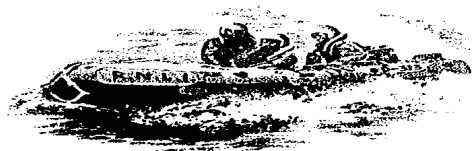
Bronze Medal
Coxswain **Chris Haw** of Swanage for the service to the yacht *Be Happy* on 28 October 1996 – see *The Lifeboat* Winter 1996/7 for a full report of the service



Bronze Medal
Coxswain **Albert Sutherland** of Fraserburgh for the service to the fishing vessel *Hope Crest* on 16 February 1997 – see this issue of *The Lifeboat* for a full report of the service

Lifeboat Services

November and December 1996,
January and February 1997



- Aberdeen**, Grampian
Arun: Jan 4 and 24
Relief D class: Dec 24 and Jan 4
- Aith**, Shetland
Arun: Nov 6, 11, 16 and Dec 23
- Aldeburgh**, Suffolk
Mersey: Nov 14, 15 and Dec 5
Relief D class: Nov 14 and 24
- Alderney**, Channel Island
Trent: Nov 7
Relief Trent: Nov 20 and 22
- Amble**, Northumberland
Waveney: Nov 1, 11 (twice), and Dec 28
- Angle**, Pembrokeshire
Tyne: Nov 9, Dec 17, Feb 12 and 13
D class: Nov 3 and Feb 13
- Appledore**, North Devon
Tyne: Jan 1 and Feb 1
Atlantic 21: Jan 12 and Feb 27
- Aran Islands**, Co Galway
Relief Arun: Nov 30, Dec 6, 21 (twice), 22, 26, Jan 2, 6, 9, 16, 22, 23, 29, Feb 10, 12, 16, and 28
- Arran (Lamlash)**, Strathclyde
C class: Dec 12
- Arranmore**, Co Donegal
Relief Tyne: Dec 3, 15, Jan 4, 10, and Feb 21
- Atlantic College**, Vale of Glamorgan
Atlantic 21: Nov 21, 30, Dec 1 and Feb 8
- Ballycotton**, Co Cork
Arun: Nov 9, 21 (three times), 22, Dec 6 and Jan 25
- Baltimore**, Co Cork
Tyne: Nov 6, Dec 5, Jan 4, and 11
- Bangor**, Co Down
Atlantic 21: Dec 29
- Barmouth**, Gwynedd
Mersey: Dec 10
D class: Nov 9, 16 and Dec 10
- Barrow**, Cumbria
Tyne: Nov 11
- Barry Dock**, Vale of Glamorgan
Arun: Nov 6, 11, 23, 26, 30, Dec 6, 8, 28, Jan 12 and 13
- Beaumaris**, Anglesey
Atlantic 21: Nov 2, 10, 15, 17 (twice), 26, Feb 10 (twice), and 20 (twice)
- Bembridge**, Isle of Wight
Relief Tyne: Nov 11, 19
Tyne: Jan 24, Feb 4, and 8
D class: Nov 9, Dec 5, and 27
- Berwick-upon-Tweed**, Northumberland
Mersey: Nov 4, 21, 23, 27, Dec 5, and 8
D class: Dec 5
- Blyth**, Northumberland
Trent: Nov 4, 10 (twice), 11 and 28
- Borth**, Cardiganshire
D class: Feb 10
- Bridlington**, Humberside
Mersey: Nov 9, 14, 19, 29 and Jan 21
- Brighton**, East Sussex
Atlantic 21: Nov 16, 21, 24, 30, Dec 20, Jan 5, 10, 15 and Feb 16
- Broughty Ferry**, Tayside
Arun: Jan 4, 20 and 29
D class: Nov 30, Dec 30, Jan 4, 20, 21, 25, 27, and 29
- Buckie**, Grampian
Arun: Nov 2, Jan 4, 11 and 19
- Burnham-on-Crouch**, Essex
Atlantic 75: Jan 18
- Burry Port**, Carmarthenshire
D class: Nov 9, 17 and Jan 25
- Calshot**, Hampshire
Brede: Nov 24, Feb 19, 23, and 24
- Campbeltown**, Strathclyde
Arun: Nov 2, and 29
- Cardigan**, Cardiganshire
C class: Nov 2, 3, Dec 16, and Jan 6
- Cleethorpes**, Humberside
D class: Dec 8, and 26
- Clifden**, Co Galway
C class: Nov 20
- Clogher Head**, Co Louth
Mersey: Nov 15 and Feb 11
Relief Mersey: Jan 16
- Courtmacsherry Harbour**, Co Cork
Trent: Nov 8
- Courtown**, Co Wexford
D class: Feb 8
- Cowes Inshore Lifeboat Centre**, Isle of Wight
Atlantic 75: Nov 20
Atlantic 21: Dec 12 (twice)
D class: Dec 12 (twice)
- Criccieth**, Gwynedd
Atlantic 75: Nov 16 and Feb 9
- Cromer**, Norfolk
Mersey: Nov 13 and Feb 25
- Cullercoats**, Tyne and Wear
Relief Atlantic 21, Nov 23, 26, Dec 29, Jan 16 and Feb 15
- Donaghadee**, Co Down
Relief Arun: Dec 7 and 8
- Dover**, Kent
Thames: Nov 2, 10, 23, Dec 10, 30, Jan 26 (twice), Feb 12 and 14
- Dunbar**, Lothian
Trent: Feb 16
- Dungeness**, Kent
Mersey: Nov 11, Jan 13 and Feb 14
- Dun Laoghaire**, Co Dublin
Trent: Nov 16, 19, Dec 1 and Feb 15
- Dunmore East**, Co Waterford
Trent: Nov 14, 29, Dec 17 and Jan 6
- Eastbourne**, East Sussex
Mersey: Nov 7, Dec 7, 18, 20, Feb 4, 8, 9 and 21
Relief D class: Nov 4, 7, Dec 5, 7, 15 and 19
D class: Jan 27
- Exmouth**, South Devon
Trent: Nov 9, and Dec 22
Relief D class: Nov 12
- Eyemouth**, Borders
Trent: Nov 4, 5, 10, Dec 3, Jan 5, Feb 16 and 17
Relief Waveney: Jan 14 and Feb 4
- Falmouth**, Cornwall
Arun: Nov 15 and Dec 30
Atlantic 21: Nov 8
- Fenit**, Co Kerry
Arun: Nov 17, 19, Dec 6, 11, Jan 8 and Feb 20
- Filey**, North Yorkshire
Mersey: Nov 17
- Flamborough**, Humberside
Atlantic 75: Feb 8
- Fleetwood**, Lancashire
Relief Tyne: Nov 29, Jan 6, and Feb 10
D class: Nov 28, Jan 5 and Feb 10
- Flint**, Flintshire
D class: Nov 1, 22 and Dec 13
- Fowey**, Cornwall
Trent: Dec 5 and 8
Relief Trent: Jan 16 and 26
Relief D class: Nov 13 and Dec 8
- Fraserburgh**, Grampian
Tyne: Jan 3 and Feb 16
- Galway**, Co Galway
Atlantic 21: Nov 1, Dec 1, 13 and Jan 26
- Gt. Yarmouth & Gorleston**, Norfolk
Trent: Nov 11, 16 and Dec 27
Atlantic 21: Nov 16
- Happisburgh**, Norfolk
D class: Nov 11, Dec 8 and Jan 26
- Hartlepool**, Cleveland
Waveney: Jan 26
Atlantic 21: Nov 3 and Dec 15
- Harwich**, Essex
Severn: Nov 6, 12, 24 and Jan 19
Atlantic 21: Nov 24, Dec 8 (twice), 14, 15, Feb 8 and 18
- Hastings**, East Sussex
Mersey: Nov 9 and Dec 11
Relief D class: Nov 2, Dec 6 and Jan 14
D class: Jan 24
- Hayling Island**, Hampshire
Atlantic 75: Nov 10 (three times), 23, 24, Dec 1, Jan 18, 19, 26 and Feb 8
D class: Nov 10 (twice), 24 and Jan 19
- Helensburgh**, Strathclyde
Relief Atlantic 21: Nov 6, Dec 8, Jan 2, 9, 30, Feb 2, 22 and 27
- Holyhead**, Anglesey
Tyne: Nov 9, Dec 8 and Feb 27
Relief Tyne: Jan 28
D class: Feb 12
- Howth**, Co Dublin
Arun: Nov 19, Dec 13, 15, 30 and Jan 5
- Hoylake**, Merseyside
Mersey: Nov 10
- Humber**, East Yorkshire
Arun: Nov 12, 22, 30, Dec 19 and 27
- Hunstanton**, Norfolk
Relief Atlantic 21: Nov 11
- Ilfracombe**, North Devon
Mersey: Nov 13 and Jan 15
D class: Feb 15 and 24
- Islay**, Strathclyde
Thames: Dec 24
- Kilkeel**, Co Down
Atlantic 21: Nov 16, 28, Dec 13 and Jan 16
- Kilmore Quay**, Co Wexford
Mersey: Nov 7, 10, Dec 17 and Jan 25
- Kilrush**, Co Clare
Atlantic 75: Dec 12, Feb 22 and 27
- Kinghorn**, Fife
Relief Atlantic 75: Nov 30 and Jan 23
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: Nov 17 and 30
- Kirkwall**, Orkney
Arun: Nov 13, 29 and Dec 27
- Kyle of Lochalsh**, Highland
Atlantic 21: Nov 4
- Largs**, Strathclyde
Atlantic 21: Nov 28 and Dec 24
- Larne**, Co Antrim
Waveney: Nov 19 and Feb 10
D class: Nov 28
- Lerwick**, Shetland
Arun: Nov 1, 8, Dec 24, Jan 7, Feb 18 and 23
- Little & Broad Haven**, Pembrokeshire
Relief D class: Nov 3
- Littlehampton**, West Sussex
Atlantic 21: Nov 30 and Dec 14
- The Lizard**, Cornwall
Tyne: Jan 25
- Llandudno**, Conwy
Mersey: Nov 15 and Feb 11
D class: Feb 11
- Lochinver**, Highland
Relief Arun: Nov 19 and 25
- Looe**, Cornwall
D class: Nov 10
- Lowestoft**, Suffolk
Tyne: Nov 19
- Lyme Regis**, Dorset
Atlantic 21: Dec 22
- Lymington**, Hampshire
Atlantic 21: Nov 19, Dec 12, Jan 1, Feb 8, 15, 19 and 23
- Lytham St. Annes**, Lancashire
Relief Mersey: Nov 8
Tyne: Jan 28 and Feb 19
D class: Nov 8, Jan 28, 31, Feb 9 and 19 (twice)
- Mablethorpe**, Lincolnshire
D class: Dec 25
- Macduff**, Grampian
Atlantic 21: Dec 13
- Mallaig**, Highland
Arun: Dec 6, 13, Jan 22 and Feb 26
- Margate**, Kent
Mersey: Dec 28 and Feb 27
- D class: Dec 27, Feb 8 and 23
- Minehead**, Somerset
Atlantic 75: Dec 22
- Moelfre**, Anglesey
Tyne: Feb 27
D class: Dec 28, Jan 18 and Feb 8
- Montrose**, Tayside
Tyne: Nov 10
- Morecambe**, Lancashire
D class: Nov 16
- Muddeford**, Dorset
Atlantic 21: Nov 1, 2 (twice), 13, Dec 4, 14, 26, Jan 25, Feb 15, 19 and 26
- The Mumbles**, Swansea
Tyne: Jan 21 and 26
D class: Nov 22
- Newbiggin**, Northumberland
Atlantic 21: Nov 10, 11, Dec 2, 11 and 28
- New Brighton**, Merseyside
Atlantic 75: Nov 10, 30, Dec 10, 13, Jan 20, 25 and Feb 11
- Newcastle**, Co. Down
Mersey: Dec 1, 13, Jan 16 and Feb 11
- Newhaven**, East Sussex
Relief Arun: Nov 10, 16, 19, 30, Dec 20 and 31
Arun: Feb 16 (twice)
- Newquay**, Cornwall
Atlantic 75: Nov 2, 13, Dec 18 and Feb 24
D class: Nov 2, 13 and Jan 12
- New Quay**, Cardiganshire,
Mersey: Feb 6
D class: Feb 6
- North Sunderland**, Northumberland
Relief D class: Nov 17
- Oban**, Strathclyde
Brede: Nov 3 (twice), 4 (twice), 6 (twice), 8, 17, 20,
Dec 1, 10, Jan 5, 23, 25, Feb 4 and 27
- Padstow**, Cornwall
Tyne: Nov 17
Relief Tyne: Dec 14, Feb 9 and 23
- Peel**, Isle of Man
Relief Mersey: Feb 24
- Penarth**, Vale of Glamorgan
Atlantic 75: Nov 17, 21, Dec 5 (twice), 6, 16, and Jan 12
D class: Nov 4, Dec 5 (twice), 16, Jan 2, Feb 7, 8 (twice) and 19 (twice)
- Penlee**, Cornwall
Relief Arun: Nov 20, 22 and 25
Arun: Jan 13, Feb 19 and 28
- Peterhead**, Grampian
Tyne: Dec 22
- Plymouth**, South Devon
Arun: Nov 8, 9, 19, 23, Dec 7 and Feb 3
- Poole**, Dorset
Brede: Nov 19 (twice)
Atlantic 75: Nov 7, 19, 23 and Dec 23
- Portaferry**, Co Down
Atlantic 75: Nov 3 (twice), Jan 24 and Feb 2
- Port Erin**, Isle of Man
Atlantic 21: Dec 8
- Porthcawl**, Bridgend
Atlantic 75: Nov 10, 21, 30, Dec 15, 27, 30 and Jan 19 (twice)
- Porthdinllaen**, Gwynedd
Tyne: Nov 16 and 26
- Portpatrick**, Dumfries and Galloway
Tyne: Dec 5
- Portree**, Isle of Skye
Relief Waveney: Dec 7 and 12
Trent: Feb 2 and 17
- Portrush**, Co Antrim
Arun: Dec 6, Jan 17 and Feb 17
- Portsmouth**, Hampshire
Relief Atlantic 21: Nov 3, 10 and 15
Atlantic 75: Dec 23, Jan 4, Feb 4, 9 (twice), 19 and 23
D class: Nov 10 and 23
- Port St. Mary**, Isle of Man

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Lifeboat Services continued

Arun: Dec 3
D class: Nov 3
Port Talbot, Neath and Port Talbot
D class: Nov 17 and 19 (twice)
Relief D class: Dec 21 and Jan 21
Pwllheli, Gwynedd
Mersey: Nov 16 and 17
Queensferry, Lothian
Atlantic 21: Nov 8, 27, 28, 30, Dec 1, 18, 30, Feb 2, 22 (twice) and 24
Ramsey, Isle of Man
Mersey: Jan 24
Ramsgate, Kent
Trent: Nov 10 and Dec 13
Atlantic 21: Nov 3
Redcar, Cleveland
Atlantic 21: Nov 22
Rhyl, Denbighshire
Mersey: Nov 15, Dec 23 and Jan 3
Relief D class: Dec 29
Rock, Cornwall
D class: Feb 9 (twice)
Rosflam Harbour, Co Wexford
Arun: Jan 23, Feb 4 and 26
Rye Harbour, East Sussex
Atlantic 75: Nov 9, Dec 5 and Feb 8
St. Agnes, Cornwall
D class: Feb 8
St. Bees, Cumbria
Atlantic 75: Nov 16, Dec 9, 11, Jan 12 and 25
St. Catherine, Channel Islands
Atlantic 21: Dec 5
St. Davids, Pembrokeshire
Tyne: Dec 23
St. Helier, Channel Islands
Tyne: Nov 6, 9, 17 and Dec 5
Relief Tyne: Dec 7, 29, Jan 25, 27, 29
St. Ives, Cornwall
Mersey: Dec 6, Feb 19 and 28
D class: Dec 7, 11, 25, Jan 1 and Feb 28
St. Mary's, Isle of Scilly
Arun: Nov 8, Feb 10, 13, 23 and 24
St. Peter Port, Channel Islands
Arun: Nov 18 (twice)
Severn: Feb 9 and 21
Salcombe, South Devon
Tyne: Nov 4, Dec 28, Jan 12 and Feb 14
Scarborough, North Yorkshire
Mersey: Nov 20, Dec 3, Feb 9 and 15
Selsey, West Sussex
Tyne: Nov 24 (twice), Dec 10, Jan 30 and Feb 26
Sennen Cove, Cornwall
Mersey: Dec 17, Feb 19 and 28
Sheerness, Kent
Trent: Nov 23 (twice), 30, Dec 17, 27, Jan 1 and Feb 1
Relief Trent: Jan 15, 19 (twice) and 26 (twice)
D class: Nov 3, 19, 22, 30, Dec 2 and Jan 19
Shoreham Harbour, West Sussex
Tyne: Nov 5, 6, 10, 11, 17, Jan 15 and Feb 13
D class: Nov 10
Silloth, Cumbria
Atlantic 75: Feb 9
Skegness, Lincolnshire
Mersey: Nov 11 (twice), Dec 19, Jan 15, Feb 5 and 8
D class: Nov 11, Dec 6, Jan 15, Feb 5 and 8
Skerries, Co Dublin
D class, Nov 5, 25 (twice), 29 and Jan 7
Southend-on-Sea, Essex
Atlantic 21: Nov 9 (twice), 21, 24, Jan 1, 5, 9, 10, 11, 18, Feb 5, 8, 16 and 19 (twice)
Relief D class: Nov 2 (twice), Dec 2, Jan 10, Feb 5 and 16
D class: Jan 25, Feb 16 and 23 (twice)
Southwold, Suffolk
Relief Atlantic 21: Dec 7 and Jan 28
Staithes and Runswick, North Yorkshire
Atlantic 21: Nov 10 and Dec 18
Stornoway, Western Isles
Arun: Nov 1, 17, Dec 9 (twice), 18, Jan 3, 18, 21, Feb 11

(twice) and 17
Stromness, Orkney
Arun: Dec 12, Jan 6 and 18
Sunderland, Tyne and Wear
Waveney: Nov 3 (twice), 19, Jan 27, Feb 10, 21 and 23
D class: Nov 3, Jan 27, Feb 15, 21 and 23
Swanage, Dorset
Mersey: Nov 24
Relief Mersey: Feb 16
D class: Nov 24, Dec 19 and Jan 14
Teemouth, Cleveland
Tyne: Nov 10 and Feb 15
Teignmouth, South Devon
Atlantic 21: Nov 17, 21, Dec 18, 21 and Jan 24
Tenby, Pembrokeshire
Tyne: Nov 18
Relief D class: Nov 3
D class: Jan 23 and Feb 10
Thurso, Highland
Arun: Dec 12, 21 and Feb 7
Tobermory, Strathclyde
Arun: Nov 11 (twice), 15 and 17
Torbay, South Devon
Arun: Dec 7, 28, Jan 12 (twice), and Feb 16
D class: Dec 29, Jan 23, Feb 8 and 16
Trearddur Bay, Anglesey
Atlantic 75: Dec 10, 27 and Jan 5
Troon, Strathclyde
Arun: Nov 12, Dec 21, Jan 2 and 29
Tynemouth, Tyne and Wear
Relief Arun: Nov 17
Arun: Jan 2, 15 and Feb 23
D class: Dec 8 and Feb 23
Valentia, Co Kerry
Severn: Nov 18, 27, Dec 3, 17 and Jan 23
Walmer, Kent
Atlantic 21: Dec 10 (twice) and Feb 14
Relief D class: Dec 10
D class: Feb 14
Walton & Frinton, Essex
Tyne: Jan 18
Wells, Norfolk
Mersey: Nov 17 and Jan 15
Relief D class: Nov 5
West Kirby, Merseyside
Relief D class: Jan 26
D class: Feb 9 (twice)
West Mersea, Essex
Atlantic 21: Nov 18, 22, Jan 1 and Feb 9
Relief Atlantic 21: Feb 15
Weston-super-Mare, Avon
Relief Atlantic 21: Nov 10, 11, 13, 22, 26, 28, Jan 16, 18 and 20
Relief D class: Nov 10, 22, 26 and Jan 18
Weymouth, Dorset
Arun: Nov 7, 11, 23, 25, Dec 21, 31 and Jan 1
Whitby, North Yorkshire
Trent: Nov 2, 6, Jan 22 and Feb 16
Whitstable, Kent
Atlantic 21: Dec 28, 30 (twice), Jan 5, 19 (twice), Feb 9 and 23
Wick, Highland
Relief Tyne: Nov 13 and 15
Wicklow, Co Wicklow
Tyne: Dec 22 and 27
Workington, Cumbria
Tyne: Dec 9, Jan 7, 22 and Feb 3
Yarmouth, Isle of Wight
Arun: Nov 23, Jan 6, Feb 19 and 24
Youghal, Co Cork
Atlantic 21: Nov 16, 24 and Jan 24
On Passage,
ON 1121 Tyne: Feb 28

The services listed are for those which returns had been received at RNLI Headquarters by 11 April 1997. There may be other services for which returns had not been received.

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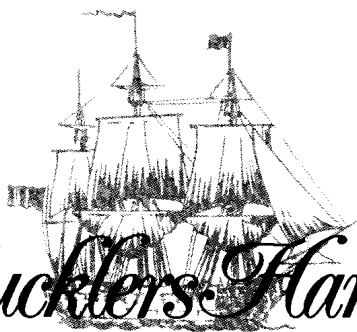
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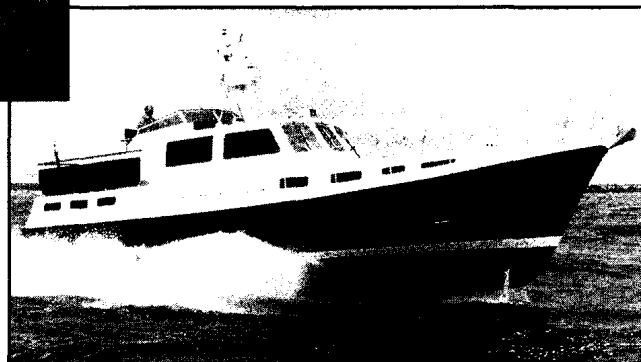
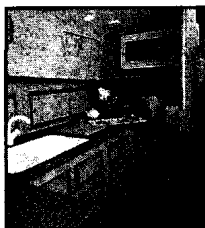


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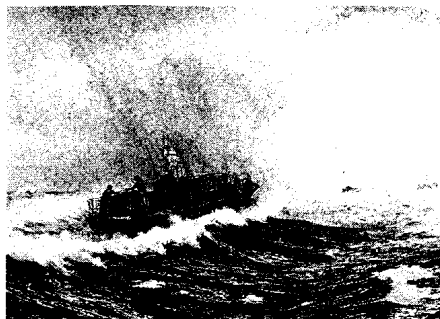
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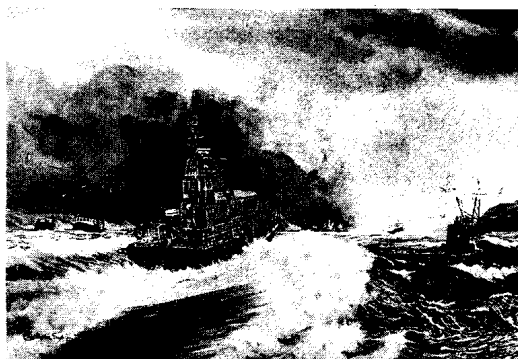
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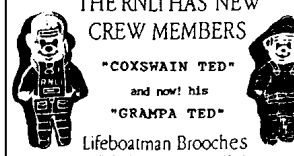
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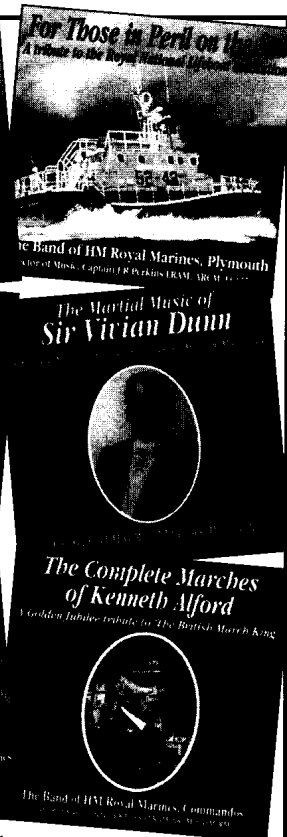
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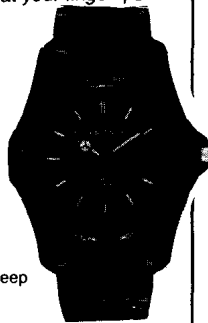
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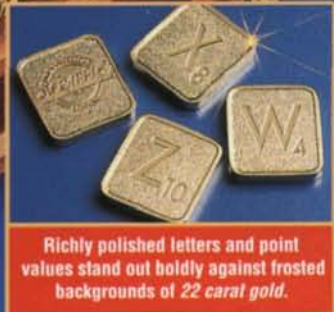
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