

Autumn 1997

The ***Lifeboat***

The magazine of the RNLI

In this issue...

- **The Atlantic Coast**
– the RNLI's cover on Ireland's west coast
- **Pig farms and parrots...**
– legacies turn up some interesting extras
- **Open Days**
– a photo report of this year's event



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The Lifeboat

Autumn 1997

Volume 55
Number 541

The magazine of the
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Registered Charity
Number 209603

Front Cover

Appledore's Tyne class
George Gibson shows her
way of dealing with a
breaking sea on the port's
notorious bar.

by Rick Tomlinson

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The Lifeboat is published four times a year and is sent
free to RNLI members and Governors. The next issue
will be Winter 1997/8 and will appear in January 1998.

News items should be received by 31 October 1997,
but earlier if possible. All material submitted for possible
publication should be addressed to the Editor, *The
Lifeboat*, Royal National Lifeboat Institution, West Quay
Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompa-
nied by a stamped, addressed envelope. Contributions

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

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

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

News



Prince Charles shakes hands and has a chat with Rock lifeboat crew members. Photo: John Beckett Photography



HRH The Duke of Kent stands on the foredeck of Edward Duke of Windsor joined by Brian Miles, David Acland and the crew. Photo: Anthony Oliver

Prince Charles visits Rock

Rock lifeboat station personnel were delighted and honoured to be visited by HRH The Prince of Wales just four days after their new boathouse was opened. Prince Charles had shown much interest in the new lifeboat station when it was planned over three years ago as it lies on Duchy of Cornwall land.

HRH spent 40 minutes talking to RNLI officers, lifeboat crew and other volunteers – the atmosphere was very relaxed and the Prince, not only interested in RNLI matters, spoke to the people he met about their occupations and activities. It was a most enjoyable experience for all those involved and a great start to the new boathouse.

The station would like to thank all those who contributed money and helped in achieving the target of £150,000 for the lifeboat and the new boathouse.

The Duke visits HQ

RNLI headquarters in Poole had a very special visitor on 25 June when HRH The Duke of Kent KG came to sit in on an executive committee meeting and name a brand new Trent class lifeboat, *Edward Duke of Windsor*, after his late uncle.

With almost perfect timing, the rain stopped for the naming ceremony which was held on the depot quay and attended by many guests and visitors. RNLI Director, Brian Miles opened proceedings and handed over to Chairman David Acland who thanked the generosity of the donors and accepted the lifeboat on behalf of the Institution.

Funding for the lifeboat came from the bequest of the late Duchess of Windsor along with other legacies. HRH the Duke of Windsor was President of the Institution between 1919 and 1936 while he was Prince of Wales.

Following a service of dedication, and a fly-past by Portland Coastguard helicopter *Hotel Lima*, HRH named the lifeboat *Edward Duke of Windsor* and took a short trip afloat.

NEWSPOINT

This issue marks yet another step forward for **The Lifeboat**, being the first ever to appear with full colour throughout the magazine.

Thanks to advances in printing technology, and the increasing circulation of **The Lifeboat** as the number of RNLI members grows, the move to full-colour has not only been achieved without any increase in printing costs, but has actually enabled us to negotiate a considerable saving in our print bill!

Supporters sometimes query the cost of distributing the magazine to each member, and a number have opted not to receive it on the grounds of perceived cost. Unfortunately this shows that the magazine has become a victim of its own success, as members are comparing the publication with the commercial magazines they see on the news-stands with cover prices of well over £2 per issue.

In fact the actual cost of each issue of this full-

colour journal will be in the region of 20 pence, and even when distribution and postage charges are added the cost rises to only around 52p – delivered to your door.

Advertising income reduces this further, and when the other fundraising material – such as lottery tickets which would otherwise have to be posted separately – are taken into account **The Lifeboat** is an extremely economical way for the RNLI to keep in touch with its supporters and those who have not yet joined the fold.

We have achieved this by bringing all of the production of the magazine 'in-house' and producing it on the same desk-top publishing equipment needed for other fundraising, operational and legally required productions. The Institution also puts the printing and distribution out to tender at intervals to ensure that you, the members, governors and other supporters receive the RNLI's news at the minimum cost.

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,
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BH15 1HZ.

News

BT Global Challenge Challengers return



After 163 days and 11 hours at sea, *Toshiba Wave Warrior* finally returned home, in a superb second place, after their gruelling challenge. The crews, including six RNLI crew members, had sailed nearly 30,000 miles the wrong way' around the world against the prevailing winds and tide.

Global Teamwork finished in sixth place with *Nuclear Electric* in seventh. Chris Gaskin, West Kirby; Angela Morris, Fishguard; Haydon Edwards, Craster; Jack Goldie, Largs; Elaine Adams, Poole and Richard Tudor, Pwllheli had all completed their opportunity of a lifetime. There were many moments to remember, to cherish and even some to forget! In the Southern Ocean the wind was relentless. There were gales and storms, followed by even more gales and more storms! Chris broke a rib and Haydon suffered a compression fracture of his leg and spent much of his time confined below in his bunk. Even there, he managed to get drenched when he was tucked up in bed! One crew member described taking part as living in a washing machine, getting washed and spun but never getting dry. Elaine said the worst parts were absolutely horrendous and she had never been so frightened. Chris said that the 38 days he spent there felt like three years!

In contrast, the good moments included nights out on the ocean when all was quiet and they could see thousands of stars in the clearest sky in the world. At other times they'd watch the flying fish and the dolphins swim under the bow in the moonlight. The beauty of Sydney Harbour with the opera house and bridge lit up is a sight Elaine will never forget.

On returning home the crews now appreciate home comforts even more. The first thing Haydon wanted to do was to have a bath, 'and one of the nicest things to do was to use a toilet that wasn't leaning at 45 degrees!' Seeing the greenness of the countryside was great after spending weeks surrounded by blue. Chris also now appreciates the importance of watching clouds for any signs of approaching bad weather, 'as you never know when the lifeboat may get called out!'

Geoff Pack

It is *The Lifeboat's* sad duty to inform readers that Geoff Pack, editor of *Yachting Monthly* and a member of the RNLI's Public Relations Committee, died in May after a brave fight against cancer.

During his time on the committee Geoff was the source of invaluable advice to the PR department and his magazine, always full of news about the RNLI, has recently carried extensive editorial support of *Offshore* membership and a recent article fully describing the virtues of the Severn class lifeboat.



The homecoming – Toshiba Wave Warrior crosses the finish line in Southampton at 0339 on 16 July 1997.

Falmouth's Severn named



The lifeboat crew and distinguished guests gather on the pontoon for the naming of The Will. Photo: Brian Fenning.

Falmouth's new Severn class lifeboat *The Will* was named at a ceremony attended by several hundred people on 16 July at Falmouth lifeboat station.

The lifeboat was funded by The Will Charitable Trust set up with the money from a bequest from Mrs Hobbins. Mrs Hobbins and her husband had a sailing barge, also called *The Will* and it was the wish of her late husband and herself to donate a substantial sum of money to the Institution to provide funds for the Severn class lifeboat.

The naming of the lifeboat was performed by Mrs Julia Redding who had travelled to Cornwall with her family from Essex. Mrs Redding was the daughter of Mr Hobbins and step-daughter of Mrs Hobbins. Following the ceremony, *The Will* went on a short trip with Mrs Redding, her family and other distinguished guests on board, followed by a reception for the VIPs.

News

Finnish award for RNLI Director



Brian Miles, displaying his newly presented award, gives thanks to the President of Finland and distinguished guests during his speech.

The President of Finland has awarded RNLI Director, Brian Miles, with the Cross of Commander of the Order of the Lion of Finland for his 'excellent work to establish and develop good relations and cooperation between the RNLI and the Finnish Lifeboat Society.'

The award, presented during the Finnish Lifeboat Society's centenary celebrations on 24 May, also marks the Society's respectful admiration towards Brian's meritorious work for the RNLI and International Lifeboat Federation.

Newly appointed

Four new members were appointed to serve on the RNLI's Committee of Management during its meeting on 26 June 1997.

• **Mr R. Angus Clark CBE** – retired after service with Sainsbury's including service on the main board as the Director responsible for personnel, data processing, information systems, office services and distribution. He lives in Surrey and has been a member of the RNLI Finance Committee since 1992.

• **The Rt Hon the Earl Howe** – farms in Buckinghamshire and was Parliamentary Under Secretary of state for Defence from July 1995 until May 1997. Lord Howe is President of the RNLI Chilterns branch, and has been a member of the RNLI's Fundraising Committee since 1995. He lives in Buckinghamshire and is married with three daughters and a son.

• **Mr John M. McAuley** – Managing Director of leading grain importers in Ireland. Mr McAuley has been Donaghadee lifeboat station honorary secretary since May 1987 with previous service as deputy launching authority and administration officer. His father also served the the branch as Chairman and later, President.

• **Dr T. John Parker FEng** – Executive Group Chairman of Babcock International Group since 1994 and Chairman and Chief Executive of Harland and Wolff Holdings from 1983 to 1994. Dr Parker is President of the Royal Institution of Naval Architects.

Terry Waite names Harwich lifeboat

On a blindingly brilliant day, with blue skies wiped clean by a fresh east wind, *Albert Brown*, the first Severn class lifeboat to go on station, was named by one of life's quiet heroes, Terry Waite CBE. With typical modesty, he passed the kudos of the event onto the late donor of the lifeboat, Mrs Victoria Maisie Brown, represented by her two sisters, who he asked to stand so that they could receive the acclaim of the crowded quayside. He went on to describe how *Albert* escaped from Czechoslovakia, almost 60 years ago, and was the only survivor from his family. He met and married Maisie Victoria from Newcastle-upon-Tyne, changed his name, so that they became known as the Browns and proceeded to make his fortune. When he died he expressed a wish to help the RNLI, and when his wife died, some years later she honoured that wish. She also provided for her beloved African grey parrot, who now lives in some comfort!

Terry Waite went on to explain to all those standing outside the gates and along the sea wall that the RNLI was dependent on such public spirited generosity and that they, if they cared to help the lifeboat service in some small way in their turn, could perhaps be sitting inside the guest area, next time that a lifeboat was named. Having joked about the miracle of the button on his podium being able to smash a bottle of champagne on the lifeboat some 100 feet away, Terry Waite proceeded to name the lifeboat and roar with laughter as the said



Terry Waite and the crew of Harwich lifeboat. Photo: Orwell Photography

button carried out its work to perfection! The lifeboat surged away from the quayside with Terry waving joyfully to the crowd who, equally pleased and good humoured, waved him and their own quiet heroes into the far distance past huge sprays of water from two gigantic harbour tugs – a glorious and fitting finale.

News

Trial at Clovelly

The RNLI is to evaluate the operation of an inshore lifeboat at Clovelly, North Devon, by placing an Atlantic 21 on station towards the end of 1997.

If successful, the RNLI will re-establish a permanent lifeboat station which will replace the inshore rescue boat currently operated by the Clovelly Lifeboat Trust.

Celebrations at Portree

As one of the newer members of the lifeboat family, the Portree Isle of Skye station, established in 1991, had cause for great celebration on 11 June with the naming ceremony of its first dedicated lifeboat.

The Trent class lifeboat, *Stanley Watson Barker*, was named by The Honourable Mrs Henry Douglas-Home. The state-of-the-art vessel cost £1.175m and was funded by a generous bequest from Mr Stanley Watson Barker together with legacies of Mrs Eileen Arabian and Mr Jack R Blaxland.



Mrs Douglas-Home names the lifeboat with Portree acting honorary secretary, John Cameron and divisional inspector of lifeboats Scotland, Guy Platten, looking on.

Budget effects

The government's July budget contained a measure of major future impact on the RNLI – the abolition of the non-taxpayer's right to claim the tax credit on dividends. This represents 25% of the dividend payment and the annual loss to the RNLI will be around £1.5m – some £300m to the charity sector as a whole.

Charities will not bear this loss in full until 2004 as there is a two year period of grace until April 1999 followed by a five year transitional period.

Corporate support opportunities

Since its successful relaunch earlier this year, the lifeboat lottery has already seen a dramatic upturn in sales.

Sunworld Sailing Holidays and Peugeot have already been convinced of the opportunities and benefits that sponsorship of the lifeboat lottery will bring to their marketing programmes. After a decade of working together, Charles Hunter-Pease managing director of Volvo, has commented, 'Volvo Car UK Limited have worked with a number of organisations over the years, but few of these relationships have been as enduring or as successful as that which we have enjoyed with the RNLI.'

The benefits to sponsors include their details printed on 2.3 million tickets which are mailed to members, exhibition and PR opportunities at events such as the London Boat Show and acknowledgement in various RNLI publications.

Corporate supporters interested in finding out more about this exciting and successful way to support the RNLI should contact Julia Fish, RNLI lottery development officer on (01202) 663334.

Prize drive-away

Hopefully supporters should have received their Winter lifeboat lottery tickets and will be aware of its fantastic first prize – a Peugeot 306, which has been kindly sponsored by Peugeot Motor Company.

If you require tickets, or would like more to purchase or to sell, please contact Rebekah Rose at Poole Headquarters or ring her on the lottery ticket hotline: (01202) 663219.

Lifeboats go green?



The world's first motor-sailing lifeboat? It would undoubtedly save fuel and probably be great fun for the crews, but could it manage the 32-knot service speed?

Sadly, this isn't the latest product of the fertile minds of the Trials Team but just an unusual camera angle caught by Colin Watson while Portaferry's Atlantic 75 *Blue Peter V* was out on exercise.

Royal Bank accounts that save lives at sea

For the Royal National Lifeboat Institution (RNLI) to be able to continue its valiant and valuable work saving lives at sea, it needs to be able to plan ahead when it comes to fundraising. This is even more obvious when you consider that an all-weather Trent class lifeboat costs £1.2 million to build and the smallest inshore lifeboat costs £11,500.

This is where The Royal Bank of Scotland comes in. By supporting the RNLI through its affinity credit card and savings account, the RNLI can be aided in raising the money it requires to build new lifeboats.



For every Lifeboats MasterCard opened, the Royal Bank donates £5 to the RNLI, and it makes a contribution of 25p for every £100 spent on the card. Since the RNLI affinity credit card was launched in 1988, it has raised £800,000 and is well on target to reach the £1 million total by the year 2000.



Our savings account – the Harbour Account – was launched in July 1997 and not only has the Royal Bank pledged that it will donate to the RNLI 0.25% of the total balances in all Harbour Accounts on each anniversary of the launch of the account, but if 2,000 accounts are open at the end of two years the Bank promises that its total donation will be at least £50,000.

The Harbour Account is a postal based 30 day notice savings account – with the first class postage paid by the Royal Bank – and by dealing direct rather than using the branch network the Bank can offer competitive rates on the account.

Accounts can be opened with a minimum deposit of £500 and tiered interest rates mean that the greater the balance, the greater the return. Withdrawals can be made by post without any charge as long as 30 days notice is given. However, if immediate access is required there will be a charge of 50p per £100 withdrawn. Interest is paid annually on this account at the end of April. There's even a Harbour Account telephone helpline for customers with any queries they may have about their account.

With the Lifeboats MasterCard, the £10 fee is waived in the first year of opening the account, and if at least £2,400 is spent on the card in a year, the following year's fee will be also be waived. Another excellent incentive is the 2% refund on balances from other store and credit cards which are transferred to the MasterCard.

The card offers up to 56 days interest-free credit and any outstanding balance will be charged at 1.67% per month, equivalent to 23.2% APR variable. Customers can also benefit from the added security of having their photograph and signature laser-etched onto the card.





The MasterCard brings other benefits such as free travel accident insurance, emergency travel assistance, holiday discounts from Thomas Cook and a free extra card for a partner, family member or friend. And for a small fee customers can opt for a payment protection plan and can register against loss or theft.

By having a Lifeboats MasterCard or a Harbour Account customers are getting good value financial products *and* the opportunity to help raise money to enable volunteer lifeboat crews to save lives at sea.

If you'd like to help the RNLI and find out more about the Lifeboats MasterCard or the Harbour Account, just complete the coupon below or call the Royal Bank free on 0800 121 121.



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News



Reg Dawe names Trearddur Bay lifeboat Dorothy Selina in memory of his late wife.

Ceremony shout

The naming ceremony of Trearddur Bay's new Atlantic 75 lifeboat was scheduled for 27 April 1997 giving ample time for preparatory work, with activities reaching fever pitch during the preceding week. Determined that the weekend prior to the ceremony was to be spent cleaning and polishing, the crew and committee mucked in, removing every grain of sand, polishing every inch of paint work, checking all the equipment and coiling all the ropes. By Saturday, everything was in pristine condition and volunteers stepped back to admire their work and then it happened – the lifeboat had a shout!

The crew, without a second thought for the spotless lifeboat, launched in record time. The casualty, a fishing boat with her wheelhouse well ablaze and an unknown quantity of fuel on board, was soon taken care of and the lifeboat was re-housed and the spit and polish started again...

The big day attracted a crowd of many hundreds and proceedings were opened by station chairman, Squadron Leader Chris Taylor MBE RAF. Following a description of the new lifeboat, Reg Dawe, the donor of the lifeboat, handed her over to the RNLI. Michael Vlasto, then the Institution's sea safety liaison officer handed the lifeboat into the care of Trearddur Bay station. After a service of dedication, Reg Dawe named the lifeboat *Dorothy Selina* in memory of his late wife. *Dorothy Selina* launched and gave a demonstration with a helicopter from 22 Squadron RAF Valley for VIPs and the crowd.

CO2!

Commodore George Cooper OBE, former RNLI chief of operations (CO) has retired after a 27 year career with the lifeboat service. He is succeeded by Michael Vlasto, who became the Institution's first sea safety liaison officer in 1994 and established the first sea safety liaison working group.

When George joined the RNLI, the headquarters were based in London, and he was the youngest staff officer. He became divisional inspector of lifeboats for the west in 1972 and was appointed chief of operations in 1988. When interviewed by a local newspaper he said 'I shall certainly miss the job. It's a great privilege being in contact with the lifeboat people as the RNLI is like one big family.'

In June George officially handed over to Michael who is now responsible for the operation of the Institution's 219 lifeboat stations, including analysing the type and number of incidents to which lifeboats are called so that the future composition of the fleet can be decided.



(inset) Commodore Cooper 'sails out' RNLI style... (below) ...and hands over to Michael Vlasto.



Kinghorn in kilts!

Kinghorn's new Atlantic 75 lifeboat, *Frederick Robertson*, was formally named by Mrs A G Grimwade of Chelsea and received into RNLI service by Mr Andrew Cubie ws, vice convener of the Scottish lifeboat council and member of the committee of management. The introduction of the new lifeboat completes the total upgrading of Kinghorn station which opened its new boathouse last year.

Despite inclement weather all who attended thoroughly enjoyed the occasion, with the crew celebrating in style by turning out in kilts.



Kinghorn crew and Mrs Helen Grimwade of Chelsea celebrate with true Scottish style.

At the sharp end...

A selection of lifeboat services from around the country

Three saved from stranded vessel

A service to a fishing vessel in gale force winds, darkness, shallow water and heavy breaking seas has earned Wells lifeboat station a letter of commendation from the Institution's Chairman.

On 17 November 1996 the fishing vessel *Remus* lost power close to Wells harbour in a gale force onshore wind and, at 2000, sent up red flares.

She was being driven into heavy breakers on the west bar and, as the station's Mersey *Doris M. Mann of Amptill* made her way out of the harbour Coxswain Graham Walker could see the heavy breakers to the west where she lay.

Easing back to negotiate the mass of confused seas the lifeboat crossed the bar, clearing the shallow water to gain enough room to turn to the west.

Graham Walker realised that the only way in to *Remus* was across the western end of the bar, coming back to her on an easterly heading.

Caution

Reaching a safe place to re-cross the bar the coxswain turned south through the heavy breaking seas and then ran back inside it. Great caution was needed in the very shallow water, beam-on to the seas which were breaking right over the lifeboat.

Remus was aground in the shallows with waves breaking over her and, as her radio was out of action Coxswain Walker asked that the station's waterproof launching tractor go to the scene so that they could at least communicate with the three men aboard if the casualty was driven further ashore.

The Mersey came head to sea a few cables away from *Remus* but it was very difficult to hold her in position. When the news came that a helicopter could not arrive for another 45 minutes Graham said: 'At this point we realised it was up to us'.

Control

The lifeboat moved out to sea a little and, with seas still breaking over her foredeck, anchored ready to veer back down towards the fishing boat. With the anchor holding it was easier to keep the lifeboat under control – if 'easier' is the right word when anchored off a lee shore in breaking seas and a full gale with only 18in of water showing on the echo sounder.

Attempts to float a line down to *Remus* had failed, so the tractor went in as close as possible to shout to the crew of the casualty to keep clear while a line was fired from the lifeboat. The rocket line was perfectly judged, landing upwind of the casualty so that the lifeboatmen on shore could ease it down wind until the survivors hauled it aboard.

Lifeboat crew members ashore then waded to

the casualty, took off one survivor and helped secure the tow line. The lifeboat was now faced with the problem of retrieving the anchor. It could not be buoyed and slipped as the Mersey would not be able to avoid the warp as she moved off, so it had to be recovered.

With waves breaking over the foredeck the crew carefully retrieved the anchor cable as the tow was slackened and Coxswain Walker took the weight of the tow – holding the casualty in position for about 15 minutes while the flooding tide refloated her.

Coxswain Walker wasn't certain of the depth over the higher West Sands which lay across the most direct route to the harbour, so he had to creep along inside the bar, beam-on to the breakers, to find a suitable point to cross it.

'I remembered watching the flood many times from the boathouse,' said Graham later, 'and there always appeared to be a low point in the west bar, if only I could find it.'

Beam-ends

And find it he did, spotting the tell-tale grey area in the dark and moving cautiously through it, with less than 18in showing on the echo sounder.

Heading seaward brought no respite from the breakers, so lifeboat and tow turned across the seas towards the channel entrance buoy, heading up into the biggest of the breakers.

Almost inevitably a larger than usual sea reared up, throwing the lifeboat completely on her beam ends. Moments later the same happened to the casualty – her mast head light touching the water and the lifeboat crew fearing she would not recover.

Choosing their moment the lifeboat began the run in to the harbour, with the Second Coxswain shouting when to ease off and when to open up to minimise the strain on the tow in the large seas.

Even then the dramas weren't over, for the weight on the line pulled out the casualty's sampson post. Fortunately the line was also secured to the stem head, so the tow could continue and *Remus* was eventually put safely alongside in the harbour at 2215.

Wells
East
Division



(above) Coxswain Graham Walker pictured during the naming ceremony of the station's Mersey *Doris M. Mann of Amptill*, seen below on trials.



New birth for Oban lifeboat!

Oban's new Trent had been on service for less than three weeks when her services were first officially recognised – by the naming of a baby!

The Trent, *Mora Edith Macdonald*, received her 'award' as a result of a service on 5 August 1997, when the station received a call at 0455 from the Coastguard asking the lifeboat to transfer an expectant mother from the Isle of Mull to Oban.

The lifeboat embarked a midwife and incubator and went to sea at 0536, in calm conditions, to make an 0615 rendezvous with an ambulance at Craigmure. On the way she received another message: wait at Craigmure for further instructions.

The patient's labour was well advanced and the doctor was at first undecided on the best course of action, but by 0800 the patient was safely aboard the lifeboat and bound for Oban. *Mora Edith Macdonald* went alongside her berth a little under half-an-hour later, ready to transfer the lady to a waiting ambulance.

It wasn't to be, however. The travelling midwife had decided that labour was too advanced to put the patient ashore – and so at 0901 the Oban crew had the first birth aboard their lifeboats!

The crew were delighted to have been of help,

*Oban
Scotland
Division*



summed up by the honorary secretary in the final paragraph of his return of service to headquarters:

'A memorable first for Oban lifeboat crew – the excitement of the birth of Hazel Beth Mora Banner will long be remembered. It was pleasing for us all that the name Mora was included.'

*Douglas
North Division*



All in a lather at Douglas...

It may have been a fairly straightforward service but there were some interesting sidelines. In the words of Captain Cowell, the station's honorary secretary at Douglas in the Isle of Man:

'At 1055 on Sunday 1 June the lifeboat, having been refuelled, was covered in soap ready to be washed down when I overheard a conversation between Harbour Control, an unidentified yacht and Liverpool MRSC which indicated that there was a serious incident potential. Immediately all washing operations

were suspended and the boat restored to sea going condition.

'At 1100 Liverpool MRSC telephoned requesting immediate launch to assist a yacht which, having just left Douglas harbour, lost power before clearing the

headland and was being swept by wind and tide on to the rocks underneath the lighthouse.

'At 1103 *Sir William Hillary* left the slipway looking for all the world like a giant shaving brush as, leaving the slip hook, she gathered speed and a froth of soapy foam blew back from her upperworks. As the hull entered the water the sea surface frothed with soapy residue at the base of the slip and she left behind a trail of buckets and brushes to be collected later from the slipway.

'Rounding the breakwater the 24ft yacht *Martlet*, with four people on board, was immediately visible, now 30m from the rocks and closing fast. The crew seemed to be mesmerised by the breaking water on the rocks and the jerky motion in the short steep seas and declined to leave the safety of the cockpit to connect a tow line. At 1107 the Third Coxswain was landed aboard and quickly secured the line – the tow proceeding at 1109.

'At 1116 lifeboat and casualty under tow entered the harbour and *Martlet* was released and made fast to the yacht pontoon at 1118.

'On the previous service the lifeboat, towing the casualty *Freelance* into the inner harbour, had passed *Martlet* outward bound...'

The Third Coxswain of the by now soap-free Douglas lifeboat Sir William Hillary is put aboard *Martlet* to connect the tow.



Three saved from cliffs in joint rescue effort

Lifeboats, a helicopter and a cliff rescue team were called in to save three people who were trapped on steep, slippery cliffs near Newquay in Cornwall on 26 March 1997.

Falmouth Coastguard raised the alarm at 1553, responding to a report that people had been seen waving for help from a cliff face just over a mile to the east of the lifeboat station.

Newquay's D class took only 11 minutes to launch and reach the scene, where they found three surfers who had been washed along the shore, climbed the cliffs and become trapped on a ledge 40ft above the water.

Despite fog and an 8ft swell – which was breaking heavily into the tiny cove – the inflatable was able to find a way in and, while one crew member held the boat steady, the other two waded ashore to help.

One was able to climb up to the trapped men and radio for more help. Unfortunately the nearest helicopter was fog-bound in St Mawgan, but a Coastguard cliff rescue team had already started to make its way to the top of the cliff. One Cliffman was able to descend 180ft, manoeuvre 40ft across an outcrop, move a boulder to re-direct the rope and then drop another 20ft to the casualties and the lifeboatman.

All four were in grave danger of slipping and were secured to the line. At this point another rescue helicopter became available, having finished another task, and flew over to help. Meanwhile another Cliffman went down to the casualties, and one was lowered safely down to the lifeboat crew member waiting below in the heavy breaking seas. He was

transferred to the safety of the D class just as the helicopter arrived – having flown in extremely low using direction finding equipment as it had difficulty in finding the exact spot in the fog.

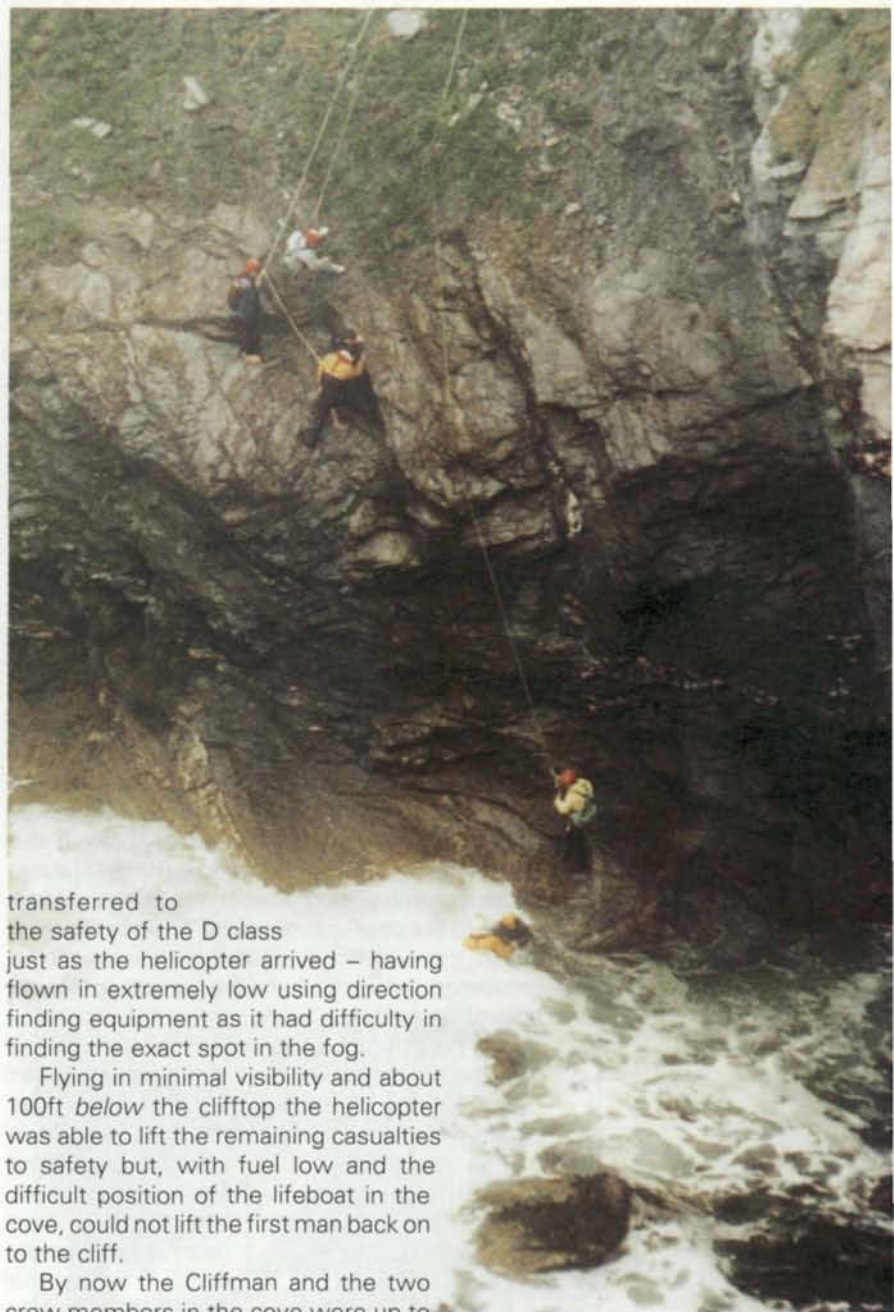
Flying in minimal visibility and about 100ft below the clifftop the helicopter was able to lift the remaining casualties to safety but, with fuel low and the difficult position of the lifeboat in the cove, could not lift the first man back on to the cliff.

By now the Cliffman and the two crew members in the cove were up to their necks in the heavy surf, holding the lifeboat steady.

The D class attempted to head out to sea, being thrown across the cove by a breaker on the first attempt, but finally managing to break out and transfer the casualty to the station's Atlantic which had been waiting offshore.

The Coastguard cliff team were later awarded the Rescue Shield in recognition of their efforts in what Newquay Coastguard's Auxiliary-in-Charge described as: 'the most difficult rescue I have experienced in 17 years'.

A spokesman for Falmouth Coastguard told the Western Morning News: 'the helicopter pilot pulled off a very skilled piece of flying. The lifeboat crews were risking their lives this afternoon to save those three people. Conditions were terrible'.



One crew member from Newquay's D class can be seen at the edge of the breakers with one of the casualties, while another is part-way up the cliff helping a second casualty. The combined efforts of the lifeboat, helicopter and cliff rescue team were needed to bring the three men to safety. Photo B. S. White, Newquay Press Service.



Crew member overboard and all-weather lifeboat needed to help D class off beach

Lone surfer saved in near gale

Eastbourne's D class inflatable saved the life of a surfer on 21 June 1997 in conditions which swamped the lifeboat when launching, threw a crew member overboard and needed the all-weather lifeboat to provide a hauling-off line after beaching on an exposed shore to get the man to a waiting ambulance.

Coastguard John Buckland was turning his Land-Rover around at the end of his watch when he looked out to sea from force of habit and, quite by chance, saw the surfer in difficulties. Using his mobile phone he asked for immediate assistance at 1352 – and the inshore lifeboat was launched at 1358.

With a Force 7 to 8 wind and a 'dumping' surf the launch was difficult, and even using the hauling-off line the D class was filled completely twice.

Once clear of the surf the inflatable headed north-east towards the casualty, who was only about a mile away, as fast as possible in the following sea. About half-way a sea hit the lifeboat as crew member Mark Chesel was using the radio to talk to the coastguard mobile. The boat lurched to port, throwing him overboard. He was recovered unharmed, but winded, and the lifeboat continued towards the surfer.

A few minutes later the lifeboat arrived at the casualty and took him quickly aboard. He was

wearing only a pair of shorts and was so cold that he could not feel his legs at all. His condition was deteriorating rapidly and, as the coastguard mobile had a supply of blankets and had been joined by another lifeboat crew member who was a first-aider, the surfer was landed close to them at the nearest available point. He was taken ashore and kept warm until an ambulance arrived.

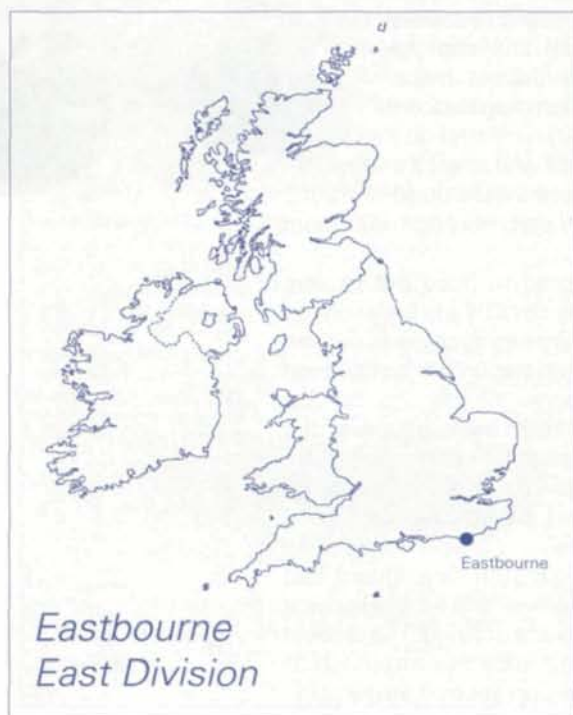
With the casualty safe the crew returned to the lifeboat – where it



was clear that they would need some help to re-position her clear of some groynes and that she could not be re-launched without some sort of hauling-off line. The all-weather lifeboat was launched while four other crew members went by road to move the inflatable clear of the obstructions.

The station's Mersey, *Royal Thames*, arrived at 1431 and was carefully manoeuvred as close to the lee shore as was safe. With a shore helper in the water to take the heaving line a tow was successfully attached and the D class given a helping hand through the breakers before both boats returned to station.

The surfer was taken to hospital but released after treatment having had a very close call.



Remarkably, the whole service was caught on camera by Eastbourne's honorary press officer, **Eddie Buckland**.

(Top, this page) The surfer is snatched to safety, very cold and frightened...

(above) ... and hauled aboard the lifeboat

(above right) He is landed at the closest point next to the coastguard mobile and lifeboat first-aider...

(far right, top) ... before being taken to hospital by ambulance.

(far right, bottom) Eastbourne's Mersey, *Royal Thames*, manoeuvres in as close as she dares to pass a heaving line...

... and (near right) pulls the D class through the surf while the helmsman starts the engine.

Odds and ends...

Not all lifeboat services make the headlines, or even the pages of *The Lifeboat*. Many are almost routine – although these too have a habit of becoming less so when least expected – and some have their humorous side.

Browsing through the newsletter of the Lifeboat Enthusiasts Thames Estuary Research Group we discovered that there had been a rash of odd behaviour on the east coast...

- Southend, 11 January 1997. Person wearing little clothing reported behaving strangely on Canvey Island Beach. Launched to investigate with police launch and coastguard mobile. Nothing found.

- Southend, 26 January 1997. Crew mustered and proceeded to boathouse following a mobile phone call from four horseriders lost in thick fog on the mudflats off East Beach, Shoeburyness. Managed to find their own way ashore before Southend and Sheerness lifeboats launched.

- Southend, 5 February 1997. Launched to assist police and Coastguard who were following a man walking seawards on the mudflats off Southend and were concerned for his safety. Persuaded to return by the shore party before the lifeboats could get in, the tide being low.

- Clacton, 5 March 1997. Crew members responded to a call from Clacton Pier watchman who reported that a woman was attempting to jump off the pier. They were able to talk the woman down while their colleagues launched the Atlantic in case she jumped. The woman was taken to hospital and later discharged herself,

saying she was going to walk into the sea.

The police could not reach her, so the Atlantic was called again and pulled her from the water. All of this happened on a crew training evening.

- Clacton, 22 March 1997. Shortly before 0300 the police reported to the Coastguard that a man was wading out to sea on the beach just below Clacton Hospital and the lifeboat was called. The crew were advised that the man might be injured and went prepared to give first aid. They found the man close inshore in thigh-deep water and crew members went overboard to assist him. There was some reluctance on the part of the casualty to accept assistance so it was decided to be patient and wait for an ambulance to arrive. By the time it had arrived the casualty had agreed to go ashore and he was handed over to the police and ambulance staff.

- Few people hearing of the emergency landing of an aircraft at Manchester Airport would realise that the incident had called out two lifeboats...

The aircraft had originally been intending to come down at Speke airport, so both New Brighton and West Kirby lifeboats had been launched in case it came down in the sea.

- Newbiggin lifeboat was called out to a 24ft fishing boat whose engine had failed. She was towed safely back to port. Her name? *Happy Return!*

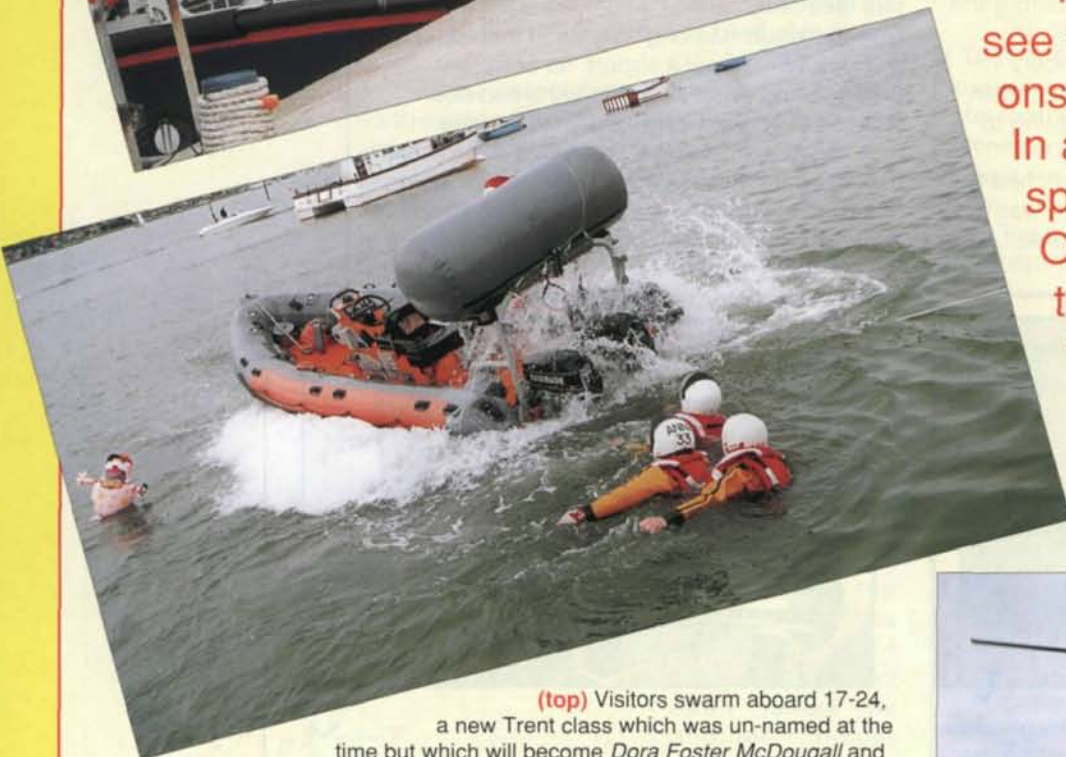


Open House..

Every two years the RNLI throws open its doors at the Poole Headquarters and Depot to show how it goes about backing the volunteer crews and fundraisers.

This year the event was held on Friday and Saturday the first and second of August and more than 7,000 people came to see the displays and demonstrations.

In a generally unsettled spell of weather the Open Days managed to find a window of warm, gentle days – with torrential rain shortly after the gates closed!



(top) Visitors swarm aboard 17-24, a new Trent class which was un-named at the time but which will become *Dora Foster McDougall* and be allocated to the relief fleet. Astern of her was the Severn 17-11, *The Whiteheads* which will be allocated to St Mary's in the Isles of Scilly.

(above) The righting demonstrations proved as popular as ever – here an Atlantic regains her composure as the air bag inflates and the crew wait to board again. And, yes, that is a Mr Blobby floating on the left of the photo, having been smuggled aboard by the crew he was the first to come out from under the capsized boat. A closer inspection will reveal a beard and a microphone – coincidentally trademarks of the amply proportioned commentator, Staff Officer (Training) Hugh Fogarty. It was the last capsizing of the event after all...

(right) Noisy and spectacular – one of the Coastguard's helicopters arrived each day to give spectators a close-up of transfers to and from an Atlantic off the depot quay.





(above) Stormy Stan, the Storm Force hero, made friends with all the youngsters – although from the look on this little lad's face some weren't quite so sure...

(top right) A complete Atlantic 'service' was staged each day. Starting with the launch, seen here, and taking in the spectacular net recovery in the DoDo (Drive on Drive off) trolley it finished with the turning and repositioning of the boat ready for the next launch.

(middle right) The Inshore Lifeboat Centre has its own open days on alternate years to Poole, but they also put on a good display at the HQ event. This is just a selection of the bits and pieces they make for the Atlantics and D class built there.

(lower right) Captain Rowlock and Unable Seaman Bilge put a humorous shine on lessons in sensible seamanship – although Captain Rowlock did seem to spend quite a lot of the time in the water!

(below) When the Southern Model Lifeboat Society's boats weren't afloat on their special pool the static displays produced some longing looks...



... and the staff enjoy themselves too! (far left) Becky Rose from Fundraising Supporter Services and her friend Jo Paterson sell lottery tickets while (left) Jon Jones, *The Lifeboat's* Editorial Assistant dispenses balloons between stints on the Information and Storm Force desks. Jon took a lot of the pictures on this page too, but he doesn't get a 'credit' as he works for the RNLI!

Pig Farms, Cottages... and Parrots

A legacy is a simple matter to set up, but sometimes what the RNLI receives is far from simple.

Ray Kipling, the Institution's Deputy Director, explains

Legacies large or small can provide a wide range of vital equipment, whether it be a £2,000 GPS satellite navigator, a £13,000 electronic chart system, a bump cap at £7 (all shown above) or a £1,175,000 Trent class lifeboat (below), all play their part in helping to save lives at sea.

'We're very proud of our new lifeboat. We'll take good care of her.' The words of a crew member from Dunmore East would surely have thrilled the lady whose bequest provided the boat, Mrs Elizabeth Manners-Clark. The crew are so pleased with their new Trent and so grateful to the family who made it possible that lifeboatman John Colfer painted a wonderful watercolour of the *Elizabeth and Ronald* for presentation to Mrs Manners-Clark's sister.

Legacies are the biggest single source of income for the RNLI bringing in almost £40m last year alone. The largest ever received was a bequest of £6.5m from Roy Barker of Jersey which was to be used to set up a fund whose income would buy new lifeboats. Most are, of course, much more modest and it is the smaller legacies of a few hundred or a few thousand



pounds which make up the bulk of the 2,500 received each year.

Although leaving money to charity in a will is very straightforward, some of the RNLI's bequests have been far from simple. There have been gifts of a pig farm, a night club, a caravan park and a house in Tenerife which was quickly occupied by Dutch squatters. It took some years to have them evicted. A box of jewellery in France mysteriously disappeared but a small holding of very old South African stock was vigorously pursued by the executor of a multi-million pound estate – and yielded £13!

A link with the RNLI's founder, Sir William Hillary, brought another interesting gift. Dr Cecil Preston-Hillary was a direct descendant of Sir William and he and his wife were active RNLI fundraisers in Nottingham. They later moved to Hastings and continued their involvement through the branch there. When Dr Preston-Hillary died, the RNLI received a medal awarded to Sir William's son and when Mrs Preston-Hillary died, as well as a very substantial bequest, there was a portrait of Sir William which now hangs in the Poole headquarters. There was a specific provision in the will that the RNLI should only benefit if it was still an independent organisation.

A whole collection of paintings with some fine antique furniture were left by Plymouth artist Sybil Glover. Doris Mann, another active RNLI fundraiser, gave the RNLI two houses in her



lifetime and bequeathed 17 more in two Bedfordshire villages.

So what makes people include the RNLI in their wills? Obviously many have been supporters during their lifetimes and wish that support to continue. Other people may not have been actively involved with the RNLI but bequests from Mary Doig, daughter of trawler skipper John Doig; yachtswoman Susan Hiscock; Lieutenant Commander Hugh Macquarie Stone, whose father was a North Sea ferry captain, have clear links with the sea. There is a story, said to be true, that £10,000 was received in a will because of somebody seeing a flag day collector standing all day in the rain and admiring their dedication to the lifeboat cause. A story that certainly is true is that of Frank Clifford of Stourbridge.

Modest

Frank Clifford was a close personal friend of a member of the RNLI's Stourbridge Branch who had organised a talk by Harry Jones, former coxswain of the Hoylake lifeboat. A long serving and distinguished lifeboatman, with a bronze bravery medal, Harry is nonetheless a modest man and told the stories of his rescues in straightforward language. Frank Clifford was so impressed that he decided to change his will. When he died he left the RNLI £300,000 to help provide the New Quay lifeboat, *Frank and Lena Clifford of Stourbridge*. Harry and Margaret Jones were among the crowd at the naming ceremony and had to be prised out, somewhat reluctantly, to meet the various VIPs present.

Another man who held lifeboat crews in high regard was Frank Atkinson who built up a successful business in Nottingham and retired to the South coast. He was a no-nonsense man who bought the Atlantic 21 for Lymington and used to take the crew out for dinner each year, telling them they could bring their wives or girlfriends - but not both! The proudest possession of this wealthy and generous man was the Lymington lifeboat sweater presented to him by the crew. When he died the RNLI was in his will.

Perhaps the most private of all RNLI benefactors was Sir David Robinson. He started his business life with a bicycle shop and went on

to found Radio Rentals. Sadly, in later life, his wife became seriously ill and Sir David devoted his time to her. He used his considerable fortune to found a Cambridge College, provide a new hospital wing and, when he heard of the Penlee lifeboat disaster in 1981, he gave the money for the replacement lifeboat. The new Arun was named *Mabel Alice* in honour of his wife.

Privacy

Sir David gave another lifeboat in his lifetime and left enough in his will for two more. One was named in his memory and is stationed at The Lizard, the station next to Penlee. His daughter performed the naming ceremony and was moved to feel that it had brought her close to her father who she had not seen for some years.

Sir David also asked for some help from the RNLI in preserving his privacy after death. Because of his wealth and his reclusiveness, the media wanted to tell the story of the end of this enigmatic figure. Sir David had already spoken with RNLI Director Brian Miles about his plans to be buried at sea and while the press chased down to Cornwall, expecting him to be buried from the Penlee lifeboat, Sir David was being taken out on the Gorleston lifeboat for a committal carried out by lifeboat inspector Dick Perks.

For some curious reason, parrots seem to figure in a number of lifeboat legacy tales. As well as dealing with Sir David Robinson's requests, Brian Miles used to visit an elderly lady donor in Kent. When the lady left the room to make tea, he was still being talked to by a parrot, who went on to outlive his owner. Another parrot had the same good fortune and his owner, Victoria Brown, not only left enough money to buy a new lifeboat for Harwich but also set a sum aside to care for her parrot. The executor of the will brought photographs to the lifeboat naming ceremony to show that the parrot was being properly looked after.

The stories surrounding legacies go back to the very start of the RNLI. Within a year of being founded, the RNLI had received a legacy of £1,000 from John Henry Hecker of Finsbury Square, London. There followed a lean period and by 1852, a turning point in the RNLI's history when it was rejuvenated by the Duke of Northumberland, only seven legacies had been received. The next 50 years started the growth which continued for decades, the figures for 1900 being 62 legacies in that year, worth £31,500.

The appeal of the RNLI then was much as it is now, if



(Left) Launching at New Quay in 1946. This 35ft Liverpool class lifeboat was built at a cost of £961 and named William Cantrell Ashley, one of five lifeboats to be provided out a legacy of Charles Carr Ashley, of Mentone, in France.

Pig Farms, Cottages... and Parrots continued

expressed in rather more flowery terms: 'The Institution needs an annual income of at least £80,000 to maintain its great life-saving fleet; and the Committee feel assured that it will never lack it so long as it maintains its boats in the state of thorough efficiency that they are in at the present time, and manned as they are on every emergency by as fearless and noble a class of men as ever Nelson or Collingwood led to battle to uphold our country's honour and glory.'

The importance of the legacy income at the turn of the century is evident; it represented over a third of the RNLI's needs. Today, legacies provide over half the RNLI's income but a worrying trend started to develop a few years ago. While the number of legacies received has stayed fairly steady, the total value dropped by 10% from 1992 to 1996. There could be many reasons for this. There are a lot more charities asking for legacies than previously. Property prices, which affect the value of people's estates, have been unsteady. There is less state provision for people in old age and more need to pay for care. Some people were badly hit by the Lloyds names problems; others have found that the increasing threshold for inheritance tax has worked to their and their family's benefit. It has never been easy to predict legacy income. Nowadays, it is more difficult than ever.

Yet here we have the biggest single source of funds for one of the nation's favourite charities and an essential emergency service. It is obvious that the RNLI could not ignore the worrying signs over the future of legacy income, even though it has started to pick up again.

That is why a new legacy campaign was launched in November 1995. The first rather alarming point it addressed was that a significant number of people have no will and when they die their property is disposed of under rules (intestacy) which follow a formula, not necessarily reflecting the wishes of the deceased. Even in seemingly simple cases, for example where a husband or wife assumes

that all will pass to the surviving partner, complications can arise. The only sensible answer is to make a will, and to do it early in life. Solicitors are the best source of advice and a simple will costs very little. It can easily be updated to reflect changed circumstances but if it is not there then the only legacy to be left is confusion.

The second point of the campaign was to show how valuable bequests are to the RNLI. Modern lifeboats and equipment cost a lot of money and the crews need these tools if they are to face challenging rescues successfully. It is very helpful to the RNLI to have an indication of how many legacies may be in the pipeline, even if they will not be received for many years. Supporters who are happy to complete pledge forms provide useful information to help the RNLI plan ahead. The pledge does not involve any commitment at all, as wills can be changed at any time and the information is, of course, confidential.

The two main types of bequest are described as pecuniary and residuary. Pecuniary bequests are cash amounts written into a will, 'I give £500...' or 'I give £3,000...' to a person or organisation. These bequests are simple and most welcome, but they do have the disadvantage that the bequest will stay fixed unless changed by a codicil (an addition to a will to alter it) and will therefore lose value as they cannot keep up with inflation.

A residuary bequest, on the other hand, is a portion of the total value of an estate. Many people want to leave the bulk of their estate to their family and choose to add their favourite charities. An effective way to do this is to slice up the estate into portions; the actual amounts received will depend on the value of any property, investments, savings, pensions and so on at the time of death. As many of these increase in value over time, under a residuary bequest all the beneficiaries will share in that gain.

Here is a startling statistic. The RNLI receives roughly the same number of each type of bequest, but residuary bequests provide 90% of the legacy income. People who wrote a generous pecuniary bequest into their will some years ago may not have realised how its real value has diminished; if only a portion of these were switched to residuary bequests then all beneficiaries would benefit from the increase in the value of the estate.

The RNLI is lucky sometimes to receive the whole of the residue of an estate but more often the residue is shared, not necessarily in equal parts, between family, friends and a number of charities. Another method is to make some specific pecuniary gifts leaving the residue to be divided up. Whichever route is chosen, it is important to think ahead a few years and consider the effect of the will. To preserve values, the residuary approach is usually best.

Naturally, the RNLI welcomes all legacies, whatever sort and large or small - some end up under £10. They all count towards the important total, whether they provide a whole lifeboat or a pair of yellow wellies. Without them, the lifeboat crews could not do their job. And that is why they are so grateful to everybody who remembers the RNLI in their will.



MAKING A WILL

If you do not have a will, we strongly recommend you make one, whether or not you wish to include charities. The RNLI has produced a helpful guide 'Preserving All You Value' which is available free from John Marshall, Legacy Enquiries Officer on (01202) 663032

- Once you have read it, we strongly recommend the use of a solicitor to help you write the will in a way that properly reflects all your wishes. Home-made wills, or those drawn up by people with no legal training can cause problems.

- Finally, do review your will every few years or when there is a significant change in your life or circumstances. Codicils, using a solicitor, should be a cheap and easy way of keeping your will up to date.

Preserving all you value

With six out of every ten lifeboat launches made possible by legacies, the generous people who remember the work of the RNLI in their Will provide a vital lifeline for the next century.

The people shown here have been kind enough to include a legacy gift to the RNLI in their Will.

Mr and Mrs Bacon were among the first Shoreline members, Mr Kennedy has supported the RNLI since he first

all of them, it was natural to include a legacy gift to the RNLI in their Will. Please consider joining them today.

Your legacy, however large or small, will enable the RNLI to plan ahead and help

"I have been involved in yachting since I was five, so I have been well aware of the lifeboat service – and reassured by the knowledge that it was there – for a very long time"

Mr Kennedy, Glasgow



essential work of our volunteer lifeboat crews.

For your free copy, simply fill in the coupon or telephone John Marshall, our Legacy Enquiries Officer, on 01202 663032, quoting reference LJ7/7.

"We admire the dedication of the lifeboat crews and their bravery. Since we have always sailed as a hobby and are Shoreline members we naturally included the RNLI when making our Will"

Mr & Mrs Bacon, Dorset



sailed in 1927, and Miss Rampton is one of our Life Governors. They are 'ordinary people' just like you.

future lifeboatmen and women to continue to save lives at sea.

We have produced a special booklet and video tape, presented by Michael Buerk. It tells you more about

how you can help secure the future of the lifeboat service and the

Their admiration of the volunteer lifeboat crews meant that, for

"I have immense admiration for the crews... they deserve the very best equipment to help them carry out the task for which they so selflessly volunteer"

Miss Rampton, Surrey



I would like to know more:

- ☐ Please send me a copy of *Preserving All You Value*, the RNLI's guide to Wills and legacies.
- ☐ Please send me a copy of your legacy video, *RNLI News*.

Mr/Mrs/Miss/Ms/Other _____

Address _____

Postcode _____

RNLI membership number (if applicable) _____


Branch or Guild you belong to (if applicable) _____

Please return this form to:
John Marshall, Legacy Enquiries Officer,
RNLI, FREEPOST, West Quay Road,
Poole, Dorset BH15 1XF.

Thank you.

LJ7/7




Lifeboats
Royal National Lifeboat Institution
Registered Charity No. 209603

Bookshelf

Lifeboat station histories

The Story of the Great Yarmouth and Gorleston Lifeboats (new)

The Story of the Exmouth Lifeboats

(updated 3rd edition)

The Story of the Whitby Lifeboats

(updated 3rd edition)

all by Jeff Morris

published by the author

The Story of the Sheringham Lifeboats

(updated 2nd edition)

by Robin and Linda West

published by Jeff Morris

Four volumes in the popular series of booklets from the Honorary Archivist of the Lifeboat Enthusiasts Society which follow his normal, comprehensive format.

The three updated volumes bring the stations concerned right up to date with new boats and recent services, while the Great Yarmouth and Gorleston book is an entirely new edition to the series.

This too is right up to date, including not only the station's new Trent but also the medal and vellum winning service to the German yacht *Olline* for which the awards were only presented in May.

As usual they are all well illustrated with modern and contemporary photographs and provide a valuable record of the stations and their work.

The books are available from the following addresses –

Great Yarmouth and Gorleston: Mrs Karen Smith, c/o Gorleston Lifeboat Station, Riverside Road, Gorleston, Norfolk (£3.50 including p&p)

Exmouth: Brian Coles, 61 Ivydale, Foxes Hollow, Exmouth, South Devon EX8 4TA (£3.25 including

p&p)

Sheringham: J. W Burgess MBE, RNLI Gift Shop, 39 High Street, Sheringham, Norfolk NR26 8DS ((£3.00 including p&p)

Whitby: Peter Thomson MBE, c/o Whitby Lifeboat Museum, Pier Road, Whitby, North Yorkshire (£3.25 including p&p)

The Dunbar Lifeboat History

published by Dunbar Lifeboat Station at £2.50

This 36-page, A4-size book not only represents a detailed and interesting account of lifeboat activity at this Scottish East Coast station, but also represents a valuable fundraising tool.

By selling advertising space the station has completely funded the production of the book, so that all of the £2.50 purchase price goes straight to RNLI funds!

The history of Dunbar's lifeboats stretches back to 1808, coming under the RNLI's wing in 1864.

After 21 year's service the first RNLI boat, *Wallace*, had saved around a dozen lives and the station survived a closure threat in 1886 when the townspeople raised the £15 needed to maintain the lifeboat for a year!

Just as the value of money has changed so have the lifeboats. From December of 1995 Dunbar has had the 25-knot Trent class *Sir Ronald Pechell* B7, plus an inflatable D class for inshore services, the first of which arrived in 1968.

A well documented book, which will be of great interest to anyone with an interest in the area and the lifeboat station.

General interest...

My Lifeboat Obsession

by Claud Sharp

published by AMS Educational Publishing at £3.50*

ISBN 1 86029 065 5

Claud Sharp is the Second Coxswain of Scarborough lifeboat – having also served on the crew at Filey and Bridlington – and this slim volume makes compelling reading.

The most common question asked of lifeboatmen is 'Why do you do it?' and it is this which Claud attempts to answer in a very modest and down-to-earth way. The result is an almost un-put-downable 54 pages of reminiscences. Some are tragic, some are humorous, some epics, some routine – but through them all runs the thread which answers that basic question.

* AMS Educational Publishing, Woodside Trading Estate, Low Lane, Horsford, Leeds LS18 5NY – please add 50p for post and packing.

A Merchant's Tale

The adventures of a 19th century Scottish trader

Edited by Jocely Hemming and Nancy Thurley

published by Merlin Books at £14.95

ISBN 0 83303 693-7

It was quite common for those who had travelled widely in the nineteenth century to publish a book on their journeys but this volume was written by James Macintyre, a Scottish trader, mainly for the author's family, and is only now reaching a wider audience – 200 years after his birth.

The original manuscripts have been edited by two of the writer's great-granddaughters and they give a fascinating and perceptive insight into the world surrounding an adventurer whose lifetime spanned the French Revolution, Trafalgar, the abolition of slavery and the accession of Queen Victoria.

The First Destroyers

by David Lyon

published by Chatham Publishing at £30.00

ISBN 1-86176-005-1

There is no denying that this is a somewhat specialised book, tracing as it does the history of the very earliest destroyers from the end of the nineteenth into the beginning of the twentieth centuries. Undoubtedly extremely well researched and packed with facts and figures this superbly illustrated, large-format hardback is mainly for the dedicated historian or model maker (a large scale set of plans for a 1902 vessel are included) but nonetheless provided this less dedicated reviewer with some interesting reading and browsing.

Nelson against Napoleon

Edited by Robert Gardiner

published by Chatham Pictorial at £30.00

ISBN 1-86176-026-4

Another volume from the same publishers as the book above, and to the same high standard of reproduction and illustration.

Again a somewhat specialised product, covering a short period of history in great detail, but once again one which will also prove interesting to those outside the specialised group at which it is aimed.

Bookshelf

For the yachtsman

How to Cope with Storms

by D. V. Haeften

published by Adlard Coles Nautical at £9.99

ISBN 0-7136-4109-6

Any sailor tries to avoid storms, so why, one might ask, write an entire 168-page book about the subject?

The simple answer is that avoiding them isn't as easy as you might think, and anyone who spends any amount of time at sea will encounter some heavy weather sooner or later. Reading and understanding this excellent book before the inevitable happens should make the situation a little less terrifying.

Of course the best way to cope with storms is to avoid them in the first place – an attitude which is well covered in the opening chapters of the book. The first six chapters provide a concise and lucid description of the formation and movement of storms from 'normal' depression gales, through the troughs which wreaked havoc in the 1979 Fastnet through to local thunderstorms. A further chapter adds detail on tropical cyclones, for those fortunate enough to sail in waters in which they could occur!

The behaviour of waves and of the yacht in a seaway come in for consideration as does the suitability of various types of yacht for dealing with bad weather.

With the scene set the author moves on to the real thing – with practical advice on seeking shelter, the effect on the crew and how to cope with a storm if you do have to meet it at sea. Interestingly there is also a chapter on an often overlooked aspect, dealing with a gale in the place it is most often encountered – in harbour.

All-in-all a highly recommended book.

The books reviewed on these pages 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.

Outboard Engines

Maintenance, troubleshooting and repair

by Edwin R. Sherman

published by Waterline at £17.95

ISBN 1 85310 976 2

With mechanical failure one of the main reasons for lifeboat services any book which helps with mechanical awareness and leads to better maintained engines must be welcomed.

This particular volume speaks with a slight trans-Atlantic accent (and was indeed first published in the USA) but this is of little importance since many outboards are either manufactured in or pass through the USA, and most readers will be familiar with American terms and able to translate without hesitation.

Obviously such a book cannot be specific to any particular engine, but it does give a very good insight into the basics of both two-stroke and four-stroke outboards, how they work, what is likely to go wrong and how maintenance could prevent the failure.

A very good basic primer which, read with a particular engine's manual in the other hand, could save some embarrassing moments.

Day Skipper Motor Cruising

by Denise Brehaut and Paul Hay

published by Helmsman Books

at £11.99

ISBN 1-86126-038-5

There seems to be a wealth of books to help candidates for the RYA's sailing-orientated certificates, but relatively few for those seeking to obtain these qualifications in power driven vessels.

This volume, from the two founders of a school set up specifically to teach motor cruising skills, helps to redress the balance.

The book assumes theoretical knowledge up to the level of the Day Skipper Theory – although some revision is included in the text – and is intended to prepare readers for the practical session.

A useful and seemingly comprehensive book from authors who are obviously experienced in their field. Perhaps the only criticism being that some of the photographs and their captions appear to be 'fillers' and could have been more informative.

Celestial Navigation for Yachtsmen

by Mary Blewitt

published by Adlard Coles Nautical at £8.99

ISBN 0-7136-4623-3

The fact that this book has reached its eleventh edition since its first publication 47 years ago must confirm that it is considered virtually the standard work on the subject.

In these days of satellite navigation and the electronic revolution many may ask why celestial navigation should still have a place aboard a boat – and the answer of course is that it does not rely on a steady stream of electrons! One wave in the wrong place could put every electronic device aboard out of action, but a trusty sextant and a set of tables will survive conditions that would be the death knell of a GPS receiver.

The stars and planets still behave as they did in 1950 and sextants have changed little. This slim and concise book is still a good way to find out how to use them to best advantage.

The European Waterways

A Manual for First Time Users

by Marian Martin

published by Adlard Coles Nautical at £12.99

ISBN 0-7136-4356-0

A very useful guide to the use of many European waterways which concentrates on the practical aspects (particularly for the newcomer) and not on specific routes, canals or ports.

Many, in fact probably most, of the newcomer's questions will be answered in these 168 pages and the more experienced will also find the book useful in the wheelhouse as a reference to the rules, signs and regulations on the various waterways.

Jolie Brise

A Tall Ship's Tale

by Robin Bryer

published by Adlard Coles Nautical at £12.99

ISBN 0-7136-4785-X

This tale of one of the most famous early ocean racers – built as a pilot boat in 1913 and still going strong today – was first published as a hardback in 1982. Now available as a paperback and still fascinating reading.

The West coast of Ireland saw a dramatic increase in its number of lifeboats over the last decade-and-a-half – representing the largest number of new stations to be established in such a short space of time this century. **Nicholas Leach**, lifeboat enthusiast and member of the Norfolk and Suffolk Reasearch Group takes a look at one of the most significant developments in the RNLI's recent history...

COVERING the atlantic coast



In the Winter 1982/3 issue of *The Lifeboat*, an article entitled 'Atlantic Watch', by RNLI Deputy Director, Ray Kipling, featured three lifeboat stations on the west coast of Ireland – Arranmore, Galway Bay and Valentia. At the time, these were the only stations covering the entire west coast and were described as three of the remotest stations in the RNLI.

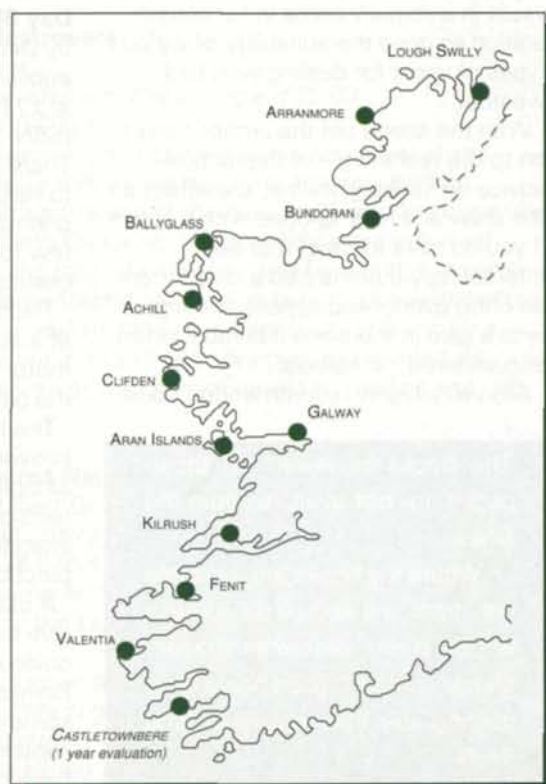
Each was located on an island with enormous distances between – when called out on service the distances which these lifeboats were required to travel were often so great that a lifeboat could be at sea for days at a time. The three stations had sizeable areas of the Atlantic to cover – hundreds of miles – and were all operating the traditional Barnett lifeboats capable of only 8 or 9 knots.

Since then there has been a dramatic change in lifeboat coverage in this area with the establishment of several new lifeboat stations. In 1982 discussions took place about the possibility of opening a new all-weather station between Arranmore and Galway Bay and in 1988 new inshore lifeboat stations were established at Clifden in Co Galway and at Lough Swilly on the north coast of Donegal.

There were further developments in 1989 when the Institution opened a station at Ballyglass, Co. Mayo for a 12 month evaluation. Some sixty volunteers came forward and a shortlist of twenty-four was drawn up, of whom eight attended crew training at RNLI Headquarters in Poole. The skipper of the local trawler *Veronica*, Kevin McHugh, pledged the market value of one tonne of fish every year for the next three years to the funds of the station. Such enthusiasm ensured the station had a very successful beginning and since then it has gone from strength to strength.

The relief 54ft Arun class lifeboat *City of Bradford IV* was sent to the station in July

1989 and although she did not become operational until October, she performed her first service before this. In September, after the second coxswain heard that a fishing vessel had fouled her propeller four miles north of the station, *City of Bradford IV* was launched. She soon found the casualty close to rocks in a Force 5-6 wind, and towed her to safety. The station is now a very well established and important link in the chain of west coast lifeboat stations. Its importance was emphasized in April 1997 when it was announced that a 17m



Above: Lough Swilly's Atlantic 75 lifeboat, Daisy Aitken in action.

Right: a map showing Ireland's current west coast lifeboat stations.

Severn class lifeboat had been allocated to the station.

The opening of stations at Clifden and Ballyglass was just the beginning – once initial steps had been taken, the situation was reviewed again during the early 1990s. It was realised that there was scope for further improvement and in 1994 a new Atlantic station was opened at Bundoran to provide inshore cover for Donegal Bay. There had been a privately operated inshore rescue boat in Bundoran for some years, and this was replaced by the RNLI's new station. Bundoran is a busy resort, and the increase in the number of holiday makers going to Ireland's beautiful west coast was one of the main reasons for the establishment of the new ILB station.

In addition to Bundoran there was a need for another all-weather lifeboat station between Galway Bay and Valentia, as the number of vessels using the west coast was expanding. Fenit, which operated a lifeboat until 1969, was chosen as the best place from which to operate the lifeboat. In the Summer of 1994 the station was re-established operating the 52ft Arun class lifeboat *Ralph and Bonella Farrant*. The lifeboat and her new crew were called upon to perform their first service even before reaching her station – while on passage to Fenit from Poole, in June 1994, the broken down motor cruiser *Mayfly* was towed in to Salcombe in a light wind.

Plans for a further two new inshore lifeboat stations operating Atlantic rigid inflatables were announced during 1994, and both became operational during 1996. The new stations were at Kilrush, on the mouth of the Shannon, and in Galway Docks. Galway opened in March 1996 and answered over 20 calls during the first year of operation.

Most recently, two new further all-weather lifeboat stations have been opened, the first at Achill Island. The distance between the lifeboat stations at Ballyglass and the Aran Islands left a gap in the RNLI's declared commitment of cover and so a new station was needed. Achill's lifeboat, the 44ft Waveney class lifeboat *Helen Turnbull*, became operational on 28 August 1996 following the usual period of crew training. The second was at Castletownbere, a small harbour town on the southern side of the Beara Peninsula, which was established during 1997.

The number of lifeboat stations covering Ireland's Atlantic coast in 1983 has considerably



Above: Bundoran's Atlantic 75 lifeboat, *Helene*, is recovered by tractor and DoDo trolley after a launch.

increased within less than a decade-and-a-half from the original three all-weather stations. There are now seven all-weather and five inshore lifeboat stations to cover the coast.

the new stations

Between the border with Northern Ireland and Mizen Head in Ireland's south west corner, eight lifeboat stations have been opened, or reopened in the ten years between 1986 and 1996. The following is a summary of the new stations with brief details of each, listed in geographical order from north to south. These stations have become a well established and vital element in rescue cover on the west coast of Ireland.

LOUGH SWILLY CO DONEGAL

A standard D class inflatable was placed here in 1988 to cover Lough Swilly and the coastline west of Portrush. The station has been considerably up-graded since being opened and now operates both Atlantic 75 and D class ILBs. It is situated at Ned's Point Fort, one of several Forts built on the banks of Lough Swilly in the early 19th century, and the main town from where the crew are drawn is Buncrana. A large boathouse was completed in 1995 for the Atlantic and launching tractor.

BUNDORAN CO DONEGAL

In 1994 an Atlantic 21 lifeboat was sent to Bundoran and replaced a boat that had been operated independently for a number of years by local people. The RNLI built a new lifeboat house on the site of the house used by this independent boat. The station's own lifeboat is an Atlantic 75 rigid-inflatable, *Helene*, which is launched by tractor.

BALLYGLASS CO MAYO

Ballyglass was the first of the recent all-weather lifeboat stations to be established on the west coast, and now operates its own 52ft Arun class, *Mabel Williams*.

Ballyglass is a fjord-like inlet opening to the north into Broad Haven Bay, situated about four miles north of Belmullet town, one of the most remote villages in Ireland. A new crew facility was built in 1994 close to the lifeboat's moorings, and an old C class inflatable is used as the



Left: Ballyglass lifeboat, *Mabel Williams*, lies afloat just off the station's new crew facility which can be seen to the left of the photograph.



Above: Clifden's D class lifeboat can launch from several different sites using a Land Rover and trailer for launch and recovery.

boarding boat.

achill co mayo

This is the newest of the lifeboat stations on the west coast. It was opened in August 1996 when the Waveney class lifeboat *Helen Turnbull*, formerly stationed at Sheerness, was sent for a 12 month evaluation period. The lifeboat is moored in Achill Sound near the keep of a small 15th century tower house on the Atlantic Drive, just to the south of Kildavnet pier. The boarding boat is moored off the pier, and temporary Portacabins are used to store the crew's gear.

clifden co galway

The RNLI decided to undertake evaluation trials with a C Class inflatable at Clifden during 1988. The station was situated at the quayside on the road to the beach and the ILB launched from several different sites along the Connemara coast. This is achieved by the use of a Land Rover and trailer to launch and recover the lifeboat. Crew members were drawn from a number of different areas, so as to maximise knowledge of the coastal area in which the lifeboat was to operate. The station is to be upgraded in 1997 to operate an Atlantic and D class inflatable, once a new boathouse has been constructed. The Atlantic will launch from Clifden only, and the D class from any of the approved launch sites in the locality.

galway co galway

The inshore lifeboat station at Galway based in the dock area of the city was established in March 1996. A temporary boathouse and crew store was placed on the quayside, and an electric davit was built for launching. A permanent boathouse was built during 1997 adjacent to the davit for housing the Atlantic 75 that the station will operate. The lifeboat provides inshore cover for a large area of Galway Bay, supplementing the existing Aran Islands station at Kilronan.

kilrush co clare

One of the reasons for the expansion in lifeboat cover has been the increase in the amount of leisure traffic on the west coast, exemplified by the creation of a marina at Kilrush on the north side of the Shannon estuary. Although concerned local people had lobbied for a rescue service in the Shannon Estuary for many years, it was this increase in marine traffic, in and around the Shannon, that was one of the main reasons for establishment

of the lifeboat station at Kilrush. The lifeboat house was built just outside the Marina lock and with easy access to the harbour's deep water approach channel, facing Scatterry Island. The station's Atlantic 75 lifeboat *Rose West* is launched by tractor.

fenit co kerry

Fenit had an all weather lifeboat from 1879 until 1969 and covered Tralee Bay. In 1969 it was decided that the station should be closed, but in 1994 it was reopened and now provides essential cover for the area. The relief 52ft Arun class *Ralph and Bonella Farrant* was placed on temporary station duty on 19 August 1994. A new marina in the harbour is due to open in July 1997 at Fenit, and with the increased leisure traffic the Fenit lifeboat will have more demands made on it than ever.

castletownbere co cork

At a meeting on 17 April 1997 held in Craigies Hotel in Castletownbere, it was formally announced that a new all-weather lifeboat station will be established at the port. It is expected that the new station will be operational in October when the 52ft Arun class *Roy and Barbara Harding*, formerly on station at the Aran Islands, will be placed on station.

arranmore, aran islands and valentia

The history of the three stations that were established before the 1980s is better documented and too long to be included in this account. However, when it is realised how many new stations have been opened, and how many services are now carried out on Ireland's west coast, it is possible to see the amount of rescue work carried out by the three original stations. Their area of operation was probably the toughest of any in the British Isles.

other stations

Not only have the places listed above all recently been established as lifeboat stations, several other stations in Ireland have also either been newly established or reopened. D class inflatable ILBs have become part of the cover at Portrush, Newcastle, Dun Laoghaire and Wicklow stations that already had an all weather lifeboat capability.

In Northern Ireland, new stations were established at Kilkeel in 1986 with an Atlantic 21, and at Larne in 1994 with a standard D class inflatable. In 1996, a 44ft Waveney was sent to Larne and the station now has all-weather capability. At Courtown in the Republic, the station was re-established and operates a D class inflatable housed in the old lifeboat house. Most recently, both Fethard and Helvick Head, on the south-east coast of Eire, have been re-established as inshore lifeboat stations.



Right: Galway's Atlantic 75 lifeboat is launched and recovered by an electric davit adjacent to the boathouse

Building up to the Millennium

The RNLI's Shoreworks Manager **Howard Richings** continues his look at the Institution's shore facilities

The effects of coastal geology on the costs of operating the lifeboat service may not be immediately apparent, but the relative hardness of rocks and the actions of ancient and modern geological processes have all helped to form the varied and attractive coastal features which we enjoy around our coasts.

The method chosen for launching a lifeboat in a particular area is often dictated by the nature of the coastline: shallow sandy beaches requiring mobile carriage launched boats, sheltered deep water harbours allowing afloat berths and rugged exposed cliffs requiring slipway stations. Each method has its own cost implications in terms of the lifeboat and her launching equipment.

The greatest capital cost is, however, often the cost of building and, in some cases, protecting the boathouse and the launching area. The East Coast of England from Holderness to the Thames estuary is very young in geological terms and soft and glacial deposits are being rapidly eroded in places. Large quantities of shingle, silt and sand are continuously on the move with consequential implications for coastal structures.

Unique

With this very much in mind we pick up the thread of our journey at the end of one of the most interesting coastal features in Europe.

Humber lifeboat station is unique in a number of ways. It serves one of the busiest sea routes in Europe and the natural forces at work on the famous spit that terminates at Spurn Head, with its RNLI village and the Institution's only full time lifeboat crew, ensure that life never becomes dull for the RNLI's shoreworks staff.

The RNLI and the Humber pilots share the responsibility for maintaining the four-mile road link and the essential services necessary for the seven families and the pilot station. The spit is the subject of a recently formulated management policy, which now favours letting nature take its course with regard to coastal erosion.

During the last major ice age sea levels were well below those of today and much of the bed of the North Sea was dry land. Today's sand



Spurn Head and its spit are fascinating geological features – but they are a problem for the RNLI and the Humber Pilots who both operate there.

The lifeboat can be seen lying afloat off the T-shape pier on the left of the photo, while the narrowest part of the spit can be seen at the top right.

spit lies on top of ridges of material deposited by the ice sheet, and is a mobile feature controlled by the actions of wind and tide. The successful work by Victorian engineers to maintain the integrity and position of the spit after major breaches in the 1850s, is the cause of the current instability. Similar problems could occur at any time, and the RNLI has had to install generators and water storage at a cost of over £250,000 in case of any interruption.

Precisely how the situation will progress cannot be predicted, at places the spit is now less than 30m wide and serious breaches would make operations difficult - there being no alternative location for the lifeboat station. However, while the spit is vulnerable to erosion Spurn Head itself, where the lifeboat station and village are located, is more solidly founded and is not believed to be under any immediate threat.

In 1995 the old Humber slipway lifeboat house was demolished - the lifeboat having been kept afloat for some years - illustrating yet another 'hidden' cost of providing lifeboat stations. Such structures cannot just be

abandoned, and must either be kept in a safe condition or removed.

Just across the Humber estuary lies

In the Summer 1997 issue we began a circumnavigation of the coast from Berwick-upon-Tweed and stopped over at Withernsea. This section of coast is perilous and we should have been on our guard. As a result we wrongly assigned a Tyne to Tynemouth, which actually has an Arun, which should be replaced by a new 25 knot Severn. In 1999. Neither class of boat sounds as appropriate as a Tyne, but fortunately lifeboat allocation is based on sounder principles than coincidental geographical nomenclature!



Considerable work was needed to protect Wells' new boathouse from erosion. Greenheart is ideal for this use, and timber from the demolished slipway at Eastbourne was re-used.

rebuilt in 1989/90 to house a Mersey, and recently timber revetment and groyne works were necessary when erosion of the sandy headland on which the boat-house stands threatened to cut the station off.

Greenheart from Guyana remains one of the best materials for piling in coastal works, as its high density and resistance to marine borers give it a long life in the sea – although it has the opposite effect on tools used to work it! Greenheart was used at Wells, but no rain forests were depleted as the old timber slipway at Eastbourne had just been dismantled, and the piles proved to be in such excellent condition that they could be re-used to give many more years of service at Wells.

Sheringham has also seen major works, with a new slipway built in 1992 and major modernisation of the boathouse in 1994. Again the RNLI has to maintain groynes to protect the slipway but, in contrast to the sand at Wells, it is coarse shingle and cobbles that are on the move at Sheringham.

As this issue goes to press a large jack-up barge is about to sail from Lowestoft to **Cromer**, to start work on what will be the largest contract ever undertaken by the RNLI – rebuilding the famous slipway lifeboat station at the end of Cromer Pier.

The previous boathouse was demolished in December 1996 after giving over 70 years of service in some of the most severe sea conditions in the country. The new station will be considerably larger to provide the supporting facilities which the old station lacked and to house the new fast slipway lifeboat now under development.

Building the new slipway and boathouse will be a major project, and access will be almost entirely from the sea as the Victorian pier can support only pedestrian traffic. Planning and design has taken two years and construction – subject to weather conditions – is expected to take 15 to 18 months.

The old boathouse was a listed building and it was with some sadness that it had to be

Cleethorpes where work is currently in hand to improve the facilities at the inshore lifeboat house.

Grimsby, a little further to the South, does not have a lifeboat station but is the second home of the Humber lifeboat, which operates from this famous fishing port when weather conditions make the Spurn Head berth untenable.

In such circumstances the lifeboat may be away from her home base for several days, and so accommodation has to be provided close to the berth for the six-man crew. A new dormitory and supporting facilities were provided in 1994. It is a fortunate coincidence that while Grimsby does not offer suitable all-weather berthing for the lifeboat it is safe under the very conditions which make the Humber mooring difficult.

Value

After the home of the fishing industry we move south past the holiday resorts of **Mablethorpe** and **Skegness**. Skegness saw the completion, in June 1990, of the first purpose-built boathouse for a carriage launched Mersey, which also houses a D class inshore lifeboat. At a cost of just over £160,000 it represented excellent value for money, and was the first new boathouse built by the RNLI for an all-weather lifeboat in over 20 years.

After carefully navigating the Wash, where sediments originating from the eroding coasts further North come to rest, we reach the north facing coast of Norfolk. The inshore lifeboat house at **Hunstanton** has a long history, having been reclaimed by the Institution when it reopened the station in 1979 following earlier closure in 1931.

Wells Next The Sea has one of the best examples of a lifeboat station at the mercy of wind, waves and tide. The boathouse was substantially



(right) A model of the new lifeboat house and slipway at the end of Cromer pier – a project which will be the largest ever undertaken by the RNLI. Work commences shortly and should take some 15 to 18 months to complete. Photo Tony Kora

demolished. Various ideas were put forward to preserve the building but the costs were prohibitive and the demolition contractor eventually cut the building in two and loaded it onto a barge. It may yet have a new lease of life, possibly as a museum adjacent to the harbour in Southwold.

The station's Tyne class lifeboat *Ruby* and *Arthur Reed II* has been moth-balled and will return once the project is complete. In the meantime cover is being maintained by a carriage launched Mersey on the slipway outside the lifeboat museum to the East of the pier.

The Norfolk and Suffolk coasts are a coastal engineer's nightmare. The full range of timber groynes, revetments, concrete seawalls and more exotic structures line the foreshore. Since Victorian times solid masonry bastions and promenades have held the line at Sheringham, Cromer and other coastal towns while in between the soft and unstable glacial mixture of sand, silt and clay has been eaten away despite man's best attempts at playing King Canute.

Eroded

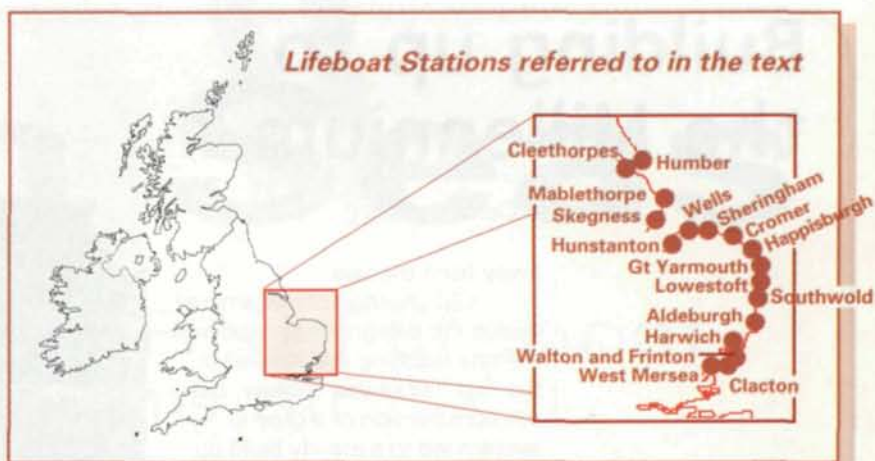
At **Happisburgh** (pronounced 'Hazeburra') the station's D class launches from a slipway cutting through the continuous line of coast defences which protect the low cliffs, on which caravans and houses are poised perilously close the ever-receding crest. Plans are in hand to extend the boathouse and to give the station improved facilities for the crew and it is hoped that these will be completed later this year or early in 1998.

What gets eroded from one part of the coast must of course get deposited somewhere else, and at **Great Yarmouth and Gorleston** silt-laden waters from both river and sea can deposit up to a metre of sand in the lifeboat's berth on a single tide and periodic dredging is required. In 1992 over £220,000 was spent reconstructing the berth to provide boarding facilities ready for the arrival of a new Trent and in the same year the old boathouse was also extensively renovated to modernise the supporting facilities for the crews, house the Atlantic 21 and provide a new souvenir sales outlet.

Davit

At **Southwold** both erosion and deposition are active. Just north of the town the coastline has been receding by some 6m a year for at least the last 100 years, and complete villages have disappeared beneath the waves. The new lifeboat house, located safely within the harbour, was completed in December 1993 and is finished in black ship lap timber. The station's Atlantic 21 is one of a number of that class launched by davit - in this case over the old quay edge. The RNLI has standardised on a marine Schat davit with a safe working load of 2 tonnes at a reach of 6m.

The design of the Southwold station required a sensitive approach as it is in a Conservation Area, and a particular feature of the building is the excellent 270° view from the first floor crew/operations room over the harbour entrance and the coastline to the north and south. The lifeboat must cross the estuary bar, formed from sand moving steadily south, and the seagull eye's photo vividly illustrates the effect of the north pier of the estuary training works. The pier acts like a groyne and there is dramatic step in the beach line



between north and south with the beach at Walberswick lying well to the west of the main Southwold sea front.

Rounding Thorpeness our journey takes us to **Aldeburgh** famous for its annual music festival and, to some, infamous for the new lifeboat house opened in March 1994. Many things about the Aldeburgh project were special and it is perhaps appropriate that the design of the boathouse should also have been notable - local Woodbridge architects Mullins Dowse and Partners designed both Aldeburgh and Southwold. Lifeboats had been stationed at Aldeburgh since 1852 and the station's Rother was the last 8-knot double-ended lifeboat in service with the Institution. The lifeboat was a feature of the sea front, being launched by slipway from a raised plinth on which she was kept in the open.

At high water there was no problem but at low water the boat often had to be moved on skids across the shingle after failing to reach the sea even though the slipway had been raised to try to counter the effects of the accreting shingle beach.

The nature of the beach at Aldeburgh was both an asset and a problem. Like many stretches of the Suffolk coast land has been lost in recent times, and the famous 15th century Moot Hall which now lies adjacent to the sea front road used to be several streets

The effect of the north pier at Southwold on the southerly movement of sand can clearly be seen - there is a distinct 'step' in the beach.

The lifeboat station (inset) is on the quay at the bottom right hand corner of the caravan site.



Building up to the Millennium

Continued

away from the sea.

Old photographs examined during the design stages showed the sea reaching the seawall in the first half of this century, but the construction of a groyne system led to a steady build up the beach and to the development of a broad shingle berm stretching 30m to 50m from the wall.

It was this berm which provided the site for the new boathouse, but the susceptibility of the beach to future erosion had to be borne in mind. The foundations are surrounded by sheet piling which will preserve the stability of the building should the beach be lost in the future. The prudence of this precaution was demonstrated when in January 1993, just before construction started, a storm tide moved thousands of tonnes of shingle and exposed the groyne system to an extent not seen since the 1950s.

Dramatic

The erosion did not reach the site of the boathouse but did produce a dramatic 3m drop some 20m in front of the position of the main doors. As predicted the beach reformed over the following months and, provided that the groyne system is maintained, it is unlikely that a catastrophic loss of the beach will occur.

The unique design of the boathouse which features external stainless steel A-frames from which the main boathouse and its smaller cousin, the tractor house, are hung has been the subject of critical comment – and caused one Sunday newspaper to make some less than complementary comments accompanied by some less than accurate facts.

Any movement from traditional design will always risk adverse criticism, but the design was chosen in close liaison with both the town council and the planning authority and the finished product has met with a mostly favourable public response.

Crossing the county border to **Harwich** brings us to a station which has yet to be upgraded to provide the full modern facilities which the RNLI is striving to provide at all stations – a situation which it is hoped will be put right in the not too distant future.

At **Clacton** plans are being prepared for the modifications needed to house the new 32 knot Atlantic 75. The boathouse is part way along the privately owned pleasure pier and the boat launches via a slipway. After recovery the lifeboat must be turned by lifting and rotating inside the boathouse, and the slightly greater length of the A75 requires some judicious internal adjustments.

The flat and relatively sheltered surround-



Aldeburgh's new boathouse was designed to be modern yet reflect the style and shape of the older buildings on the seafront. Although it provoked some controversy when first erected it has met with a mostly favourable public response.

ings of the new **West Mersea** inshore lifeboat house – completed in 1992 – seems a world away from the exposed coasts to the north. Yet the silt of the Essex marshes present another set of problems, both to building boathouse and to launching lifeboats.

The West Mersea Atlantic 21 is launched from a conventional trolley, but at low water the rig must be hauled along a lengthy 'hard' across mud flats to the navigable channel. The timber-clad boathouse is built on a piled concrete platform with a slipway leading down to the tidal mud flats with launch and recovery assisted by a winch located in the boathouse.

Floating

The current leg of our voyage ends in a yacht marina at **Burnham on Crouch**, where one of the most recent new facilities was commissioned and yet another Atlantic inshore lifeboat has yet another method of housing and launching. Burnham is one of three stations at which Atlantic 21s and 75s are housed in floating boathouses moored to pontoons. The first floating boathouse was at Brighton, with a later version at Poole. Both were successful, but the refined design at Burnham has met with considerable acclaim and may well be adopted by the Danish lifeboat service for some of their larger 10m RIBs.

The boat is kept on a hinged platform which can be raised clear of the water when housed and lowered to launch rapidly when required for service. Although simple in concept the dynamics and buoyancy calculations require some care if the crew are not to get their feet wet when the 1.5 tonne boat is raised out of the water. The disadvantage with floating boathouses is that crew facilities cannot be provided within the same building, and separate shore facilities must be provided as close as possible to the berth. Both the floating boathouse and new shore facilities were completed at Burnham on Crouch in the Autumn of 1996.

*After a winter lay-up at Burnham Howard Richings' circumnavigation will continue in future issues of **The Lifeboat***

High Seas

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



Tenby – West Division

Tenby, in Pembrokeshire, has one of the longest slipways in the country, its 360ft extending from the boathouse off Castle Hill into deep water. The photos were taken near high water – at low water the harbour dries out completely and the 28ft tidal range leaves the boathouse standing on sand.

The main photo looks just south of east along the Welsh coast with the slipway for the station's Tyne visible to the left of Castle Hill in the centre. The small island is St Catherine's, and Caldy Island is some two miles off to the right.

Main photo (left) Ref 649217

Detailed photo (below) Ref 649208



Thurso – Scotland Division



Thurso lifeboat station is the most northerly station on the UK mainland and is seen here looking north. The harbour is actually Scrabster, with the village just out of sight to the left and Thurso about two miles away at the southern end of the bay. The station's Arun is afloat in the centre, to the left of the RoRo ferry pier (to Orkney) with the old boathouse in the corner to the right of the pier. The harbour improvements about 20 years ago provided a deep-water mooring and the last slipway boat was a Solent class. Part of the old boathouse is now used as a crew room.

Main photo (left) Ref 651457

Detailed photo (above) Ref 651448



Whitstable on the north coast of Kent is both a commercial port and a holiday resort. In the main view the roof of the lifeboat house can be seen between the top right corner of the port and the red-roofed building.

The close-up view shows the boathouse for the station's Atlantic 21 and the concrete apron leading to the launching area. The station was established in 1963 with a D class inshore lifeboat, being replaced by an Atlantic in 1974. The single storey extension on the left hand side of the building was added in 1989 to improve crew facilities and incorporates a souvenir sales outlet.

Main photo (left) Ref 640807

Detailed photo (below) Ref 640812



Whitstable – East Division



Red Bay is on the east coast of Northern Ireland, and was established in 1972 with a D class inshore lifeboat. The D was replaced by a C class in 1987 and in June 1966 by an Atlantic, following widening and regrading of the slip. The main view shows the coastline running roughly north-south with the slipway facing out to the east.

Behind the boathouse, built in 1995, is the Cushendall Sailing and Boating Club, which has had a completely new clubhouse built since these photographs were taken last year.

Main photo (left) Ref 657458

Detailed photo (below) Ref 657461



Red Bay – Ireland Division

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The Fundraisers

Ferry good idea!



Pictured above are 'Hobblers' – the ferryman who bring visitors over to St Michaels Mount from Marazion between April and the end of October. They each carry a lifeboat collection box on board and last year collected £1,135 from passengers.

There was a rumour, unsubstantiated, that they had threatened to throw passengers overboard if they did not contribute!

Neptune Ball



Having a ball – Neptune, taking a short spell on dry land, sits on his throne and is joined by honoured guests and the Goat and Goat Major.

The RNLI Neptune Ball, held on 6 June at Cardiff City Hall, proved not only to be tremendous fun but also a financial success raising over £14,000 – £2,000 more than the original target needed to fund a D class lifeboat for Horton and Port Eynon station.

Penarth lifeboat crew members stood by outside with their D class lifeboat while guests were greeted by the Goat and Goat Major from the Royal Regiment of Wales. Neptune sat on his throne as champagne flowed and The Royal Regiment played stirring sea shanties. Honoured guests were led into dinner by the Goat and Goat Major where they ate and thrilled to the sounds of Moira Lewis playing the harp.

Dinner was followed by cabaret, speeches, dancing and a prize draw for fabulous prizes including portable televisions and music centres.

Exe-cellent result!



Clubbing together – Rodney Turner, chairman of the Combined Water Sports Clubs of the River Exe, presents the cheque for £11,500 to Simon Turl, senior helmsman of the Exmouth lifeboat.

A cheque for £11,500 was recently handed over to the Exmouth lifeboat from the Combined Water Sports Clubs of the Exe – covering the cost of the station's brand new D class lifeboat which had just been delivered.

Over the past 16 years the combined clubs' River Exe RNLI fund has collected a total of £60,000, mostly through an annual draw and ball, which paid for the station's previous lifeboat, *Clubs of the River Exe*, a launching tractor and several other smaller items.

The organisation represents nine clubs based on the river including Cockwood, Starcross, Topsham, Lymington and Exmouth. Chairman Rodney Turner, who presented the cheque, commented, 'We, as local water sport clubs are very pleased to provide this much needed and valuable equipment. There is, and I am sure there will continue to be, a great demand for the inshore lifeboat, which has our full support.'

The new lifeboat, which has already been launched on service several times, was named *Spirit of the Exe* at an official ceremony in August. (See news pages).

In Brief

WHEN Ann and Tony King sent out invitations for their Silver Wedding celebrations, they only requested presence – not presents! Instead they asked guests to contribute to the **Tynemouth** branch which raised some £450.

OVER £2,000 was raised by **South Bristol** branch during May and June. Collections took place at local supermarkets and at *The Matthew* departure weekend where £1,000 was raised and an inscribed Corn Street nails replica, made by branch member Neil Gow, was presented to the crew. Thanks to all those who gave so generously.

A **BARBECUE** held by **West Wight** branch at Yarmouth Sailing club on 19 June was very well attended in spite of adverse weather conditions and raised £383 for Institution funds. Both Yarmouth and Lymington lifeboat crews attended and the Yarmouth lifeboat was open for viewing. Entertainment was laid on for children and adults and the evening finished with games of rounders. The event was enjoyed by everyone and many people asked if it would become an annual event.

£ The Fundraisers £



Big swim

The Basingstoke branch of the British Sub-Aqua Club held a sponsored swim in aid of the lifeboats and raised £1,169 – the largest single donation received by the RNLI Basingstoke branch.

Trophies were presented to the under 18s who took part and a shield was presented to Paul Stewart, the club's training officer, for raising the most money – over £200.

The photograph shows the sponsored swimmers with RNLI Basingstoke branch chairman, Nigel Honan, in the centre with box secretary, Joan Webb.

Barking for brass

Cuchulainn the Irish Wolfhound and owner Julie Burden, are keen collectors on Peel branch flag day. When Julie, whose husband is a crew member of Peel lifeboat, invites members of the public to contribute no one ever refuses – Cuchulainn must have them all licked into shape!



Inland revenue

Daventry and District branch members and friends raised a total of £2,245 at this year's annual Braunstone Boat Show held on the Grand Union Canal at Braunstone, Daventry over the Spring bank holiday weekend. The three day event is fast becoming one of the premier narrow boat shows in the country and although it is an inland waterways gathering, the branch always manages to attract plenty of attention.

Photo: Don Bellham

Bikeathon

James Danvers, ten year old son of Ilford branch chairman Paul Danvers, suggested to his little sister Emily, that they help dad raise funds by entering the Ilford Recorder Bikeathon. This year's Bikeathon, organised by local the newspaper, saw some 235 adults and children saddle up to raise money for charity.

James and Emily entered a special five and a half mile course for children, raising over £100 for the RNLI between them and winning Emily a £100 voucher for cycle equipment. No doubt she's already practising on her new bike for next year's event!



£ The Fundraisers £

Pulling a bird!

Denis Twomey, RNLI area organiser for the South West, and 74 students from Bristol University Air Squadron recently managed to pull a 65 tonne Hercules aircraft a mile along runway 24 at RAF Lyneham in Wiltshire.

The students raised a staggering £1,800 in sponsorship which pleased the local hard working Wootton Bassett branch (pictured with Denis, left). Denis offered to buy the drinks if the aircraft became airborne but thankfully didn't have to 'shell out'.



Shake it all about

Sheringham lifeboat guild held their second very successful line dance at the Regal Assembly rooms in Sheringham on 4 April. For the people who don't know what a line dance is we are told by the branch press officer that it is a cross between The Shadows and Bucks Fizz! Their next dance is on 31 October – why not go along if you are in the area?

First event

Hard working members of the newly reformed Great Dunmow and district branch raised over £1,600 on their very first fundraising event. The above photograph shows flag day officer, Noel Brady and Peggy Kentish doing their bit on the day – collecting at their local supermarket as part of a nationwide 'Tesco Day' which was held over the May Spring bank holiday.



Director's cut

Brian Miles, RNLI Director, was guest of honour at the silver jubilee celebrations of Wilton and District branch. The party was held in July in the grounds of Wilton House and Cdr Miles cut the anniversary cake in front of 160 guests including the Earl of Pembroke and Salisbury MP Robert Key. Music was supplied by the Wilton and District youth band and local businesses donated raffle prizes.

Cdr Miles announced that since his previous visit in 1988 the branch had raised a incredible £50,000 for Institution funds.



£ The Fundraisers £

Corporate fundraising update – by Nigel French

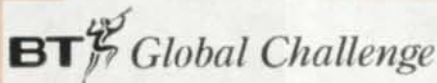
Corporate Fundraising Manager, John Farnhill left us in July for pastures new. We wish him every success in his new job.

The Harbour Account - Good news for savers! Interest rates increased on our new savings account. The top rate is now 7%. Launched in the Summer issue of **The Lifeboat**, the Harbour Account has got off to a good start. When 2,000 account holders are recruited the Royal Bank of Scotland will pay us £50,000. We will receive ongoing commission of the equivalent of 0.25% of the balances as at the 30 June annually. A safe haven for your building society windfall profits.

The Lifeboat Credit Card - Relaunched with improved terms and conditions. If the average spend exceeds £2,400 per annum there will be no annual fee. Balance transfers from other credit or store cards will qualify for the 2% rebate offer of up to £60. You can even have your photograph on the card, a valuable security feature. If you have not got a Lifeboat MasterCard now is the time to apply. Ring me on (01202) 663295 or write for further details.

Single Service Sugar Promotion (Heinz) - Launched 31st July. An on-pack promotion, send £2.75 and the

sugar packet to receive an RNLI bus. We receive 50p per bus, sold and £1 for every purchaser who joins the model manufacturers collectors club. The single serving of sugar should be available with your tea or coffee in your local restaurant or café.



BT Global Challenge - The race finished in the early hours of the morning of the 16th July in Southampton. Group 4 was the winner of this, the last leg, arriving at 02.06.58. This means that she is the overall race winner. The winner for us was *Toshiba Wave Warrior*, as the sponsorship money pledged should raise £150,000 for the Institution. *Wave Warrior* crossed the finish line second at 03.39.46.

All credit to the crew, ably skippered by Simon Walker. Particular thanks to our leggers - Angela Morris (nicknamed the "Mega Legger" as she took part in 3 of the 6 legs), Chris Gaskin, Haydon Scott Edwards and Jack Goldie. Well done chaps! (All the crew were called chaps whether male or female). See the news pages for more details.

Inland rescue



The first lifeboat day to be held at the Shires Family Adventure Park near Wadebridge, proved to be a big success with around £200 raised for RNLI funds – plus a rescue operation was completed on dry land without a crew member in sight.

'A little girl came up to us, crying her eyes out and explaining that she had lost her parents,' said Wadebridge branch secretary, Ron Heath. 'We liaised with Terry Sanding, the park's owner and with the aid of mobile telephones we had reunited the family in a matter of minutes. We pride ourselves on our speed of recovery – on sea or land!'

Branch members sold souvenirs and raffle tickets and one of the park's shire horses (pictured above with Glen and Neil Squires and Angela Hurst) paraded around the site flying the RNLI flag.

Morecambe walk



Blackpool ladies lifeboat guild held a sponsored walk across Morecambe Bay on 14 June to raise funds for the Institution. The walk was led by the Queen's Official Guide, Cedric Robinson and was highly successful with over 200 people taking part – coming from the Widnes guild, Cumbria, Yorkshire and from all over Lancashire – and raising over £3,000.

There is still sponsorship money coming in from the event and the Blackpool guild would like to thank everyone who took part and gave support. It was an excellent day which was enjoyed by all and the guild hope to hold another walk next year.

Cash peak

A team representing the Royal Institution of Chartered Surveyors Junior Organisation (RICS JO) recently attempted the three peaks challenge – climbing Ben Nevis, Scafell Pike and Snowdon, the three highest peaks of Scotland, England and Wales within 24 hours.

Team members, Fiona McCulloch, Brett Williams, Paul Mellor and Justin Marshall (pictured left to right at Ben Nevis) completed the challenge over the 28 and 29 June in a time of 23 hours and 41 minutes.

Fiona, chairman of the RICS JO commented, 'It was a real team effort to finish the walk within the 24 hours and we would like to thank all our sponsors for their generous support.'

The organisation have been fundraising for the last 12 months and have raised £7,000 (including £3,000 from the challenge) which will be split equally between the RNLI and organisation's internal charity, Lionheart.



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

£ The Fundraisers £

More top boxes!

In the Summer 1997 issue of *The Lifeboat* Cardigan branch threw down the gauntlet and asked if anyone could better their top collecting box which brought in £619 between July 1996 and March 1997.

Rochford and Wakering branch can boast £1,499 for the same period, which was collected from staff and patrons at The Rose and Crown in Rochford, and Basingstoke branch's top box collected over £756 from members of The Ex-Services Club mainly thanks to the efforts of club member Gerry White.



Opening the box

Bartley Sailing Club lent its support to the RNLI's Birmingham lifeboat week with the opening of its lifeboat collection box which contained £720 – all in loose change.

Last August the club decided to see how quickly the pedestal collecting box could be filled to the brim by members and visitors. A whisky gift set was offered as a prize for the person correctly guessing the value of the contents when the box was emptied.

Bar manager, Richard Wright, encouraged members to donate when buying drinks by giving them all their change in coppers and several club members sold redundant equipment to boost box funds. Towards the end, the box became so full that it could no longer accept coins and it took several people to lift it!



Cashing up are Richard Wright (centre) with (from left) Cyril, Jean and Neil Tysall and RNLI area organiser, James Bradbury. Photo: Birmingham Post and Mail


Top filler

Richard Hill (left), a regular at the Manor House Inn in Ditcheat, Somerset, is an enthusiastic RNLI supporter – with his powers of persuasion he manages to maintain a constant flow of donations from friends and other regulars.

Castle Cary branch first left a collection box at the pub two years ago and since then the box secretary has to empty the overflowing 'lifeboat' every 8-9 weeks. Thanks to Richard's efforts, the total sum collected over this period is over £522.



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Your LETTERS



Who are these heros?

I thought this photograph (right) might be of interest to readers – it was taken by me when I visited Honfleur, Normandy in June this year. My recognition is not all that good but is she an old Watson lifeboat? There was nobody around to ask details.

I like the name *Redundant Hero* – most appropriate! I would love to know the boat's history and I imagine so would many others.

Henry W. West
Newport

• She is ex-lifeboat R.A. Colby Cubbin No.1 (ON 929), a 46ft motor Watson lifeboat. She was stationed at Douglas, Isle of Man, between 1956 and 1988 and during her RNLI service launched 115 times saving 95 lives. She was refitted in 1975 with an air bag to give self-righting capabilities and was sold out of service in 1989.



I recently took this photograph (left) on a visit to Rhos-on-Sea, Colwyn Bay in North Wales. Having previously identified what was clearly an old RNLI lifeboat, I spoke to the fisherman who now owns her. Re-named *Silent Waters*, he said he did not know her history but that she was indeed a lifeboat. *Silent Waters* is sailing daily out of the small harbour at Rhos and looks delightful. If you can provide information on her I would be extremely grateful.

Gareth Pryce
Middlesex

• She is ex-lifeboat The Three Sisters (ON771), a 35ft motor Liverpool lifeboat. She was stationed at Coverack, Cornwall, between 1934 and 1954 where she launched 26 times saving 61 lives. She was sold out of service in 1964 and has had a wheelhouse fitted as a pleasure boat. She was named *Gay Dawn II* and later, *Coverack*, before becoming *Silent Waters*.

Keeping it in the family

In the Spring issue of *The Lifeboat* you showed the Simmons family of Sheringham crewing the inshore lifeboat. In 1974 my sons David and Martin crewed the Port Isaac inshore lifeboat with me and I believe that this was the first ILB family crew.

You will see from the photograph that we wore Everett suits and were always wet up to our chests when launching – the family wash line was always full!



David Castle
President, Port Isaac station branch

Minehead's first



Readers might be interested in this picture of Minehead's first lifeboat, *George Leicester*.

In my connection with a rural museum, I was asked to print some pictures from glass negatives – among them I found this picture, taken, I think, around 1902 by a local photographer.

I, myself was a keen lifeboatman and served on the *B.H.M.H.* – Minehead's last Liverpool class lifeboat, as second coxswain.

L. R. Baker
Minehead

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'.

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Friday 16th January, 1998

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This highly successful and popular Yachtsman will talk about his varied and existing sailing experiences showing slide and video footage.

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STAKIS HOTELS

PEOPLE AND PLACES

around and about the RNLI

Lionel 'steps in' and saves the day...



(left) Lionel Blair announces the winners and entertains the gathered crowds. (above) Stormy Stan, hero of the RNLI's junior membership scheme, Storm Force, mixes with showbiz.

Lionel Blair, showbiz personality and dancer, stepped in to draw the lifeboat lottery at RNLI Open Days at 1200 on Saturday 2 August. Comedian, Jim Davidson, who was originally due to draw the winning tickets, unfortunately had to withdraw due to unforeseen circumstances but asked Lionel, a long standing supporter of the RNLI, if he would take his place.

Lionel, who was starring at his show at Bournemouth Pier, entertained the crowd and drew the winning tickets joined by David Brann, lottery promoter and Director Brian Miles, aided and assisted by Stormy Stan and the lottery team who had been selling the tickets at Open Days.

The draw 78th draw raised some £181,000 and the cash prize winners were:-

£2,000 Mr L Sutcliffe, Birmingham

£1,000 Mrs T Blackley, Hertfordshire

£500 Mr P M Fletcher, Canterbury

£250 Mr W D Salter, Middlesex

£100 Mr N Campbell, London; Ms J Breeze, Darlington; Mrs C Shutt, Halifax; Mrs E Rogers, Poole; Mrs I B Pitcher, Manchester

£50 Mrs Gordon, East Lothian; Miss S Haworth, Blackburn; Ms A Preston, Stafford; Miss A C Lee, Berwick-upon-Tweed; Miss P M Lee, Maidenhead.

Thanks to the lottery team - Sarah Houlton, Shelly Pearce, Georgina Tooley, Helen Smith, Pauline Miller, Jo Hobday and Beckie Rose - and everyone else who helped on the day.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Oban - Trent class 14-23 (ON1227)

Mora Edith MacDonald on 17 July 1997

Hartlepool - Tyne class 47-023 (ON1131) City of Sheffield on 24 July 1997

INSHORE

Aldeburgh - D520 Bob Savage on 30 June 1997

Brighton - B737 Thelma Glossop on 1 July 1997

Alderney - D410 Bacchus on 11 July 1997

Redcar - D523 Peterborough Beer Festival 1 on 23 July 1997

Whitby - D521 on 23 July 1997

Pwllheli - D522 on 5 August 1997

Specs savers

While inspecting a display lifeboat at RNLI open days, one visitor lost his glasses over the side of the boat and into the harbour. Eagle-eyed crew members managed to fish them out and return them to the relieved gentlemen.

The very next day, headquarters received a kind donation and this letter of thanks:

Please accept this donation into RNLI funds as a big thankyou for retrieving my reading glasses, from the harbour, whilst we attended the open day on Saturday. We can add their rescue to the list of very worthy work everyone in the RNLI does, on shore or at sea. We spent a very enjoyable and informative afternoon at the depot quay, everyone worked very hard. Regards.

Birthday Honours

The following have been honoured by Her Majesty The Queen in the recent Birthday Honours for their services to the RNLI:

MBE:

Mrs Marion Appleby-Matthews.

President of Tamworth Ladies lifeboat guild

James Kinnin. Coxswain of Ramsey lifeboat station

Patrick MacLean. Coxswain/Mechanic of Oban lifeboat station.

John Williams. Porthcawl lifeboat station honorary secretary.

Other awards of interest, for achievements not directly connected with the Institution's work have been made to: Knight Bachelor:

Alderman Roger Cork. The Rt Hon The Lord Mayor of London for services to the City of London and public service. (ex-officio member of the Committee of Management)

KCVO:

John 'Jimmy' James. Retiring Secretary and Keeper of the Records of the Duchy of Cornwall. (Treasurer of the RNLI)

LVO:

Michael Chamberlayne. Chairman, Baring Private Investment Management Limited, for personal services. (member of the Finance Committee) CBE:

Dr Robert Hawley. Chief Executive, British Energy for services to the energy industry and engineering. (former member of the Boat and Shoreworks Committee)

OBE:

John Norman. For services to the community, especially the RNLI in Jersey. (chairman of the station branch) MBE:

Mrs Sue Batten. For services to the community, particularly the RNLI in Sherborne. (chairman of the Sherborne branch)

Captain Roy Bullen. Former Harbourmaster, Jersey for services to the community. (station honorary secretary and member of the Search and Rescue committee)

Dr F. S. MacKenna

With regret we report the death of Dr F. Severne MacKenna, an honorary life governor of the RNLI. Dr MacKenna first became involved with the RNLI as a lifeboat crew member, later being appointed the Scottish executive committee where he embarked on a full schedule of fundraising lectures and film shows. He was appointed an honorary life governor in 1980.

PEOPLE AND PLACES

around and about the RNLI

Crew members go sail training

The Corporation of Trinity House announced in December 1996 that it would sponsor six young lifeboat crew members for a two week voyage aboard one of the Sail Training Association's topsail schooners. Applications were invited for two voyages – one aboard *Malcolm Miller*, joining and leaving at Santa Cruz, Canary Islands on 18 and 28 March respectively; and a voyage aboard *Sir Winston Churchill*, joining at Fowey on 21 April and leaving at Birkenhead on 3 May.

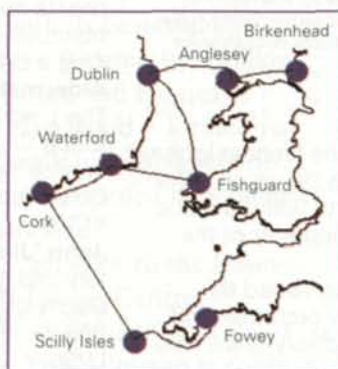
Two of the successful applicants, Richardson Johnson, a crew member at Filey; and Andrew Spindler, a crew member at Weston-Super-Mare; both joined *Sir Winston Churchill* for two weeks and kept diaries of their experiences which were later presented to the Institution's chief of operations.

The crew of 55 was divided into watches – Fore, Main and Mizzen – and taking in stops to the Scilly Isles, Cobh (Cork), Waterford, Fishguard, Dublin and Anglesey, they covered 689 nautical miles, of which 456 were sailed, 155 motor sailed and 78 by motor only.

Although both Richardson and Andrew enjoyed their trip, it involved a lot of hard work, including rising at unpleasant hours in the morning to take their watch and getting to grips with setting various sails.

Richardson reported that he awoke at 0230 on 24 April feeling ill as the weather was so bad. He said, 'There wasn't a good place to be on the ship, most trainees felt the same...' Andrew wrote about the first time he went 'up and over' which involved climbing up 80ft of rigging – which was swaying from side to side – to the crow's nest and back down the other side. He said, 'For me, going aloft was mentally the hardest thing on board ship, but it did become easier as the voyage went on. By the end of the voyage I felt quite happy up there...'

In summary Andrew wrote, 'This trip was very enjoyable and valuable ...' and Richardson added, 'very challenging and rewarding – not at all what I expected.'



The route of Sir Winston Churchill

Symington MacDonald

With regret we report the death of Symington MacDonald, former RNLI chief technical officer since 1972.

Mr MacDonald was responsible for the design, building, fitting-out and maintenance of the RNLI's lifeboat fleets at a time of change for the Institution during which it moved its headquarters to Poole. He oversaw the development of Arun and Thames class lifeboats, and the early development of the Brede class. He was also instrumental in the development of the Atlantic 21.

Visitors from far and wide

Tenby lifeboat station has always been a popular tourist attraction, but now it has achieved world wide fame! Recently, when reading the visitors book for last year, Arthur Squibbs, Tenby station honorary secretary, saw that visitors from 19 different countries had signed in.

In addition to the usual visits from our European cousins, people came from countries including, Russia, Chile, South Africa, New Zealand, India, Venezuela, Canada and USA.

Obituaries

With deep regret we record the following deaths:

August 1996

Mr Donie O'Sullivan, former Ballycotton station honorary secretary from 1967 until 1992. Mr O'Sullivan was previously assistant honorary secretary from 1964 and was awarded the Institution's binoculars in 1983 and the gold badge in 1991.

December

John Clemens Kennedy JP, Newquay branch chairman since 1965. Also an crew member until he was 45, Mr Kennedy was awarded the gold badge in 1986 and gold bar in 1994.

May 1997

Robert 'Bobby' Brunton DSM, former Tynemouth lifeboat coxswain. Robert joined the Tynemouth lifeboat in 1948 progressing from signaller to second coxswain and becoming coxswain in 1962, a position which he held until his retirement in 1976.

Mrs Dorothy Ewart, vice president of the Dover ladies lifeboat guild from 1981 until her death in her 97th year. Mrs Ewart was a vice chairman from 1965 to 1974 and chairman from 1974 to 1981. She was awarded the silver badge in 1974.

Mr S J Atkinson-Carter, Bishops Waltham branch press officer from 1980 to 1985. He was vice chairman from 1981 to 1985 and 1992 to 1996, chairman from 1985 to 1987 and 1988 to 1992 and box secretary and speaker from 1992 until his death. He was awarded the silver badge in 1990.

June

John Ards, Hoylake lifeboat station honorary secretary between 1985 and 1997. John was deputy launching authority at Hoylake between 1983 and 1985 and was awarded binoculars in 1995.

Bill Gough, Cowbridge branch press officer since 1986. Mr Gough joined the committee in 1977 and organised house-to-house collections. He was awarded a statuette in 1992.

Mrs Joan Beynon, Porthcawl ladies guild founder member, former secretary, treasurer and souvenir secretary. Mrs Beynon remained an active member of Porthcawl fundraising branch, becoming president in 1997. She was awarded the gold badge in 1994.

July

Joe Adams, honorary life governor since 1993. Mr Adams served the Hastings lifeboat station from 1956 to 1993 in various capacities, including, honorary secretary, joint honorary secretary, deputy launching authority and chairman. He was awarded the binoculars in 1966 and gold badge in 1975. In 1977 he was awarded HM The Queen's Silver Jubilee Medal.

Mrs L Wheatley, Southampton guild flag week organiser and souvenir secretary from 1981 until her death. Mrs Wheatley joined the guild in 1977 and was vice chairman from 1981 to 1988. She received the silver badge in 1989.

Mrs A Smart, Biddenden, Headcorn and district branch founder member and honorary secretary from 1985 until her death. She had worked for the RNLI for over 35 years in several branches in the following capacities: Crouch End branch LBWO/PRO 1963-69, Hornsey branch committee member 1963-69 and honorary secretary 1969-79, Totteridge branch honorary secretary 1979-83 and Tenterden branch committee member from 1984-85. She was awarded the silver badge in 1977, the gold badge in 1988 and bar to the gold badge in 1996.

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

Obituaries intended for inclusion in this column should be as brief as possible giving dates and details of posts held and awards where applicable.

Lifeboat Services

March April and May 1997



Aberdeen, Grampian
Arun: Mar 24, 26 and Apr 8
D class: Mar 24, Apr 8, May 23 and 26

Abersoch, Gwynedd
Atlantic 21: Mar 18, 24, May 3 (twice), 17 and 27

Achill Island, Co Mayo
Waveney: Mar 1, 19 and Apr 12
Aith, Shetland
Arun: Apr 18 and 19

Aldeburgh, Suffolk
Mersey: Apr 5 and 21

Alderney, Channel Islands
Trent: Mar 9 and Apr 7 (twice)
Relief Trent: Apr 28

Amble, Northumberland
Waveney: Mar 5 and Apr 15
D class: Apr 10 and 15

Angle, Pembrokeshire
Tyne: Mar 14, Apr 16, 30, May 5, 24 and 25 (twice)
Relief D class: Apr 5, 16 and 23

Anstruther, Fife
Mersey: Mar 16

Appledore, North Devon
Relief Tyne: Mar 18, Apr 1, May 4, 23 and 24

Atlantic 21: Mar 28, Apr 19, May 4 (twice), 5, 23 and 24

Aran Islands, Co Galway
Relief Arun: Mar 1, 7, 11, 27, 28 (twice), 30, Apr 9, 16, 21, 24, May 3, 4 and 7
Severn: May 19, 23 and 29

Arbroath, Tayside
Mersey: Mar 11
Relief Mersey: May 11
D class: Mar 11

Arklow, Co Wicklow
Waveney: Mar 8 (three times)
Trent: Apr 15

Arran (Lamlash), Strathclyde
C class: Apr 3, May 1 and 4
Arranmore, Co Donegal
Tyne: May 6, 8 and 26

Atlantic College, Vale of Glamorgan
Atlantic 21: Mar 9 and Apr 8

Ballycotton, Co Cork
Arun: Mar 7, 11, 16, 18, Apr 4, 14, May 7, 14 and 15

Ballyglass, Co Mayo
Relief Arun: Mar 8

Baltimore, Co Cork
Tyne: Mar 1, 16 and Apr 13

Barmouth, Gwynedd
D class: Apr 13 and May 4

Barra Island, Western Isles
Arun: Mar 21 and May 5

Barrow, Cumbria
Tyne: Mar 27, 30, May 5 and 6
D class: Apr 10

Barry Dock, Vale of Glamorgan
Arun: Mar 18, Apr 6, 29, May 3 and 10

Relief Arun: May 11
Beaumaris, Anglesey
Relief Atlantic 21: Mar 1, 17, 19 and 29

Atlantic 21: Apr 13, 23, 27, May 4 (twice), 5, 10, 18, 24, 25 and 29 (twice)

Bembridge, Isle of Wight
Tyne: Mar 10, Apr 19, May 4, 5, 8, 18 (twice), 23 (three times), 24, and 31 (twice)

D class: May 31 (twice)

Berwick-upon-Tweed, Northumberland
Relief D class: Mar 23

Blackpool, Lancashire
Atlantic 75: Apr 12 and May 3

Relief D class: Apr 12 and May 3

Blyth, Northumberland
Relief Trent: Apr 21

Trent: May 25
D class: May 14 and 27

Borth, Cardiganshire
D class: Mar 8, May 4, 18, 30 and 31

Bridlington, Humberside
Mersey: Mar 13, May 5 and 11 (twice)

D class: Mar 19, Apr 13, May 4 and 25

Brighton, East Sussex
Atlantic 21: Mar 2, 5, 23, 30, 31, Apr 8, 20, May 3, 19, 25 and 27

Broughty Ferry, Tayside
Arun: Apr 7 and 23

Relief D class: Apr 7, 13 and 23

Buckie, Grampian
Relief Arun: Mar 11
Arun: Apr 8 and May 10

Bude, Cornwall
D class: May 18 and 21

Bundoran, Co Mayo
Atlantic 75: Mar 6

Burnham-on-Crouch, Essex
Atlantic 75: Mar 6, 17, Apr 4 and 10

Burry Port, Carmarthenshire
D class: Mar 10, Apr 5, 8, May 24, 26, 29 (twice) and 31

Calshot, Hampshire
Brede: Mar 9 (twice), 10, 31, Apr 18, May 2, 10, 24 and 31

Campbeltown, Strathclyde
Arun: Mar 26, 27, 30, Apr 5 and May 10

D class: Mar 27 and May 4

Cardigan, Cardiganshire
C class: Mar 11, Apr 19 (twice), 27 (twice), May 4, 11, 15, 21 and 31

Cleethorpes, Humberside
D class: Mar 9, 16 (twice), 22, 31, Apr 1, 20, May 3 (twice), 4, 5 (three times), 6 (four times), 7, 11, 18 and 25

Clifden, Co Galway
C class: Apr 15 and 18

Atlantic 21: May 31

Clogher Head, Co Louth
Mersey: May 5

Conwy, Conwy
D class: May 3 and 31

Courtown, Co Wexford
D class: Mar 8 (twice)

The LIFEBOAT WEEKEND at The Tregenna Castle Hotel, St.Ives *of the year!*

Friday evening 31st October to Monday morning 3rd November 1997

Enjoy a Luxurious Two or Three Night Weekend Break at Cornwall's Premier Holiday Resort. Includes en-suite accommodation, Dinner and Full English Breakfast.

Only £95.00 for a two night break or £120 for a three night break per person from which £10 per booking will be donated to the RNLI

Saturday 1st November 1997

Special Coach Excursion to Truro and River Cruise to Falmouth, where the Falmouth Lifeboats will give a special demonstration with a Royal Navy Helicopter (subject to operational requirements). Buffet lunch at the British Sailors Society for Hotel Guests, Branch, Guild and Crew Members in the company of Mike Vlasto, RNLI, Chief of Operations and other RNLI Representatives. Return to Truro for Early Christmas Shopping - £15 per person

Saturday Night Dinner/Dance with Celebrity Guests and Speakers

South West Regional Prize Draw to be held on Saturday Night

First Prize - £5,000 Holiday Voucher and £1,000 Spending Money

Sunday Evening - 2nd November
7pm Bonfire and Fireworks

TREGENNA CASTLE HOTEL
Golf & Country Club



For Further Information & Bookings
Telephone: 01736 795254 or Fax 01736 796066

Lifeboat Services continued

Criccieth, Gwynedd
Atlantic 75: Mar 31 and May 2

Cromer, Norfolk
Mersey: Mar 16 and Apr 2
Relief D class: Apr 23, May 1 and 12

Cullercoats, Tyne and Wear
Atlantic 21: Apr 13 and 21

Douglas, Isle of Man
Tyne: Apr 5 and May 29

Dover, Kent
Thames: Mar 2
Severn: Mar 15, 18, 26, 31 (twice), Apr 17, 25, 26, 28, May 18 (twice) and 31

Dungeness, Kent
Relief Mersey: Mar 30, Apr 6, May 10 and 31

Dun Laoghaire, Co Dublin
Trent: Mar 4 and Apr 13
Relief Trent: May 14, 17 and 20
D class: Apr 17, 20, May 4 and 17
Relief D class: May 22

Dunmore East, Co Waterford
Relief Waveney: Mar 16 and 30

Eastbourne, East Sussex
Mersey: Mar 3, 9 (four times), 12, Apr 8, 10 (twice), 12, 28, May 9, 15, 16, 23, 26 and 31
D class: Apr 8
Relief D class: Apr 22, May 5, 26 and 31

Exmouth, South Devon
Trent: Apr 8, 20, 23, May 14 and 21
Relief D class: Mar 26, May 3 (twice), 5, 22, 25 and 26
D class: May 29 and 31 (twice)

Eyemouth, Borders
Trent: May 18

Falmouth, Cornwall
Arun: Mar 6
Relief Severn: May 20 and 30
Atlantic 21: May 9 and 12

Filey, North Yorkshire
Mersey: Mar 13 and May 21
D class: May 28

Fishguard, Pembrokeshire
Relief Arun: Apr 5 and 7
Trent: May 5 and 31
D class: May 17

Flamborough, Humberside
Atlantic 75: Mar 7, 9, 14, 16, May 4, 8 and 29

Fleetwood, Lancashire
Relief Tyne: Apr 7, 22 and May 4
D class: Mar 28
Relief D class: Apr 22, 24 and May 4 (twice)

Flint, Flintshire
D class: Mar 9, Apr 1, May 4 (three times)

Fowey, Cornwall
Relief Waveney: Mar 23, 27 and Apr 5
Trent: Mar 6, 8, Apr 7, 26, May 3, 6 and 27
Relief D class: Mar 8, 23, Apr 3, 7, 10 and May 27

Fraserburgh, Grampian
Tyne: Mar 3 and May 28

Galway, Co Galway
Atlantic 21: Mar 5, 16, 22, Apr 5, 20 and 29

Girvan, Strathclyde
Mersey: Apr 14, 21, May 26 and 27

Happisburgh, Norfolk
Relief D class: May 17 and 26

Hartlepool, Cleveland
Waveney: Mar 20, 21, Apr 26, May 22 (three times) and 31
Atlantic 21: Mar 31, Apr 2, 13 and May 22

Harwich, Essex
Severn: Apr 2, 5, 21, 28, 30 and May 10

Atlantic 21: Mar 2, 31, Apr 2, 3, 5, 11, 28, May 8, 10 (twice), 21, 24 (twice) and 28

Hastings, East Sussex
Mersey: Mar 20, 26, 30 and May 14
D class: Mar 31, Apr 11, 26, May 23, 26, 27, 30 and 31

Hayling Island, Hampshire
Atlantic 75: Mar 8 (twice), 9 (four times), 16, 17, 18, 30, Apr 1, 2 (twice), 5, 6, 23, 25 (twice), 26, May 3, 16, 19, 24 (twice) and 31 (twice)
D class: Mar 9, 28, 30, Apr 2, 5 and May 3

Helensburgh, Strathclyde
Relief Atlantic 21: Mar 2, 4, 8, 10 (twice), 24, 28, Apr 4, 10, 12, 26 (twice), May 8 (twice), 13, 14, 15, 16 (three times), 18 and 29
Relief Atlantic 21: May 31

Helwick Head, Co Waterford
Atlantic 21: Mar 16 and May 18

Holyhead, Anglesey
Tyne: Mar 22, Apr 16, 17, May 1, 4 and 28
D class: Mar 22 and May 4

Horton and Port Eynon, Swansea
D class: Mar 25 and May 26
Hoylelake, Merseyside
Mersey: May 4

Humber, East Yorkshire
Severn: Mar 9, 21, 22, Apr 24, 25, May 3, 5 (twice), 10 and 17
Relief Arun: Apr 16 and May 21

Hunstanton, Norfolk
Atlantic 21: Mar 1, Apr 13 (twice) and 20

Inshore Lifeboat Centre Cowes, Isle of Wight
Atlantic 75: Apr 8
Atlantic 75: May 8
Atlantic 21: May 12

Ilfracombe, North Devon
Mersey: Mar 18, Apr 8, 21, May 16, 25 and 27
D class: Apr 23, May 5, 16, 25 and 27

Invergordon, Highland
Trent: Apr 2

Islay, Strathclyde
Severn: Mar 11, 26, 30 and May 5,
Relief Arun: Apr 22 and May 17

Kilkeel, Co Down
Relief Atlantic 21: Mar 29, Apr 19 (twice), 20 and May 31

Kilmore Quay, Co Wexford
Mersey: Mar 11, 28, 29, May 10, 17, 20, 24 and 28

Kilrush, Co Clare
Atlantic 75: May 20

Kinghorn, Fife
Atlantic 75: Mar 13, 20, 22, 23, Apr 4, 16, May 26 and 29

Kippford, Dumfries and Galloway
D class: Apr 26

Kirkcudbright, Dumfries and Galloway
Atlantic 21: Mar 20 and 24

Kirkwall, Orkney
Arun: Mar 15 and Apr 10
Relief Arun: May 11

Kyle of Lochalsh, Highland
Atlantic 21: Apr 1, 2, 4 and 13

Largs, Strathclyde
Atlantic 21: Mar 9, 29, Apr 5, 20, 21, 28, May 1, 16, 17, 24 and 31 (twice)

Larne, Co Antrim
Waveney: Mar 21
Relief Waveney: Apr 19, May 3 and 12
Relief D class: Apr 19, May 3 and 4
D class: May 29

Lerwick, Shetland
Arun: Apr 2, 4 (twice), 7 (twice), and 12

Little & Broad Haven, Pembrokeshire
D class: Mar 16, Apr 4, May 4, 25 and 26 (twice)

Littlehampton, West Sussex
Atlantic 21: Mar 6 (twice), 7, 17, 30, Apr 5 (twice), 12, 20 (twice), 27, May 15, 30 and 31 (twice)

The Lizard, Cornwall
Tyne: May 7

Llandudno, Conwy
Mersey: Apr 22
D class: Mar 6, Apr 5, 13, 22, May 1 (twice), 13, 25 and 30

Lochinver, Highland
Arun: Apr 15 and May 6

Lyme Regis, Dorset
Atlantic 21: Mar 28, Apr 6, 29, May 3 (twice) and 25

Lynton, Hampshire
Atlantic 21: Apr 15, 25, 27, May 3, 9, 18 and 21

Lytham St. Annes, Lancashire
Tyne: Mar 30, Apr 2 and May 26
Relief D class: Mar 8
D class: Apr 2, 9 and May 8

Mablethorpe, Lincolnshire
D class: May 1, 3, 5 (twice) and 25 (twice)

Mallaig, Highland
Arun: Mar 13, 28, Apr 3, 13, 14 and 23

Marazion, Cornwall
D class: Apr 7, May 9 and 26

Margate, Kent
Mersey: Mar 9, 26, Apr 28 and May 25
D class: Apr 10 and May 14

Minehead, Somerset
Atlantic 75: May 8, 29 and 31
D class: Mar 23 and May 4 (twice)

Moelfre, Anglesey
Tyne: Mar 28, Apr 3, 28, May 4 (twice) and 28 (twice)
D class: Mar 22, Apr 3 (twice), May 4 (twice), 14, 30 and 31

Montrose, Tayside
D class: Mar 30

Morecambe, Lancashire
Relief D class: Apr 5
D class: May 10, 15 and 25 (twice)

Mudford, Dorset
Atlantic 21: Mar 2, 14, 16, 24, 28, April 11, 12, 14, 20, 25, 29, May 17, 21 and 28

The Mumbles, Swansea
Tyne: Mar 12, 25, Apr 17, May 1 and 26
D class: Mar 20, 28 (twice), May 1, 4, 25 and 26

Newbiggin, Northumberland
Atlantic 21: Mar 18

New Brighton, Merseyside
Atlantic 21: Mar 22, 27, 30, Apr 6, May 1, 20 and 26

Newcastle, Co Down
Mersey: Apr 19
D class: Mar 23

Newhaven, East Sussex
Arun: Mar 1, 16, Apr 9, 16 and May 31 (twice)
Relief Arun: May 22, 26 and 27

Newquay, Cornwall
Atlantic 75: Mar 11, 16 and 25
Relief Atlantic 75: Mar 26, Apr 21, 23, May 5, 20 and 29
D class: Mar 9, 16, 22, 26, Apr 21 and 23
Relief D class: May 20

New Quay, Cardiganshire
Relief Mersey: May 5
D class: Mar 22, May 24 and 28 (twice)

North Berwick, Lothian
D class: Mar 9, May 24, 28 and 31

North Sunderland, Northumberland

Mersey: Mar 30, Apr 29 (twice), D class: Mar 9 and 30

Oban, Strathclyde
Brede: Mar 6, 8, 29, 30, Apr 4, 5 (twice), 24, 26 (twice), 28, May 6, 18, 19 (twice), 22, 24, 25, 28 and 30 (twice)

Padstow, Cornwall
Relief Tyne: Mar 11, 17, 20 and 21
Tyne: May 7

Peel, Isle of Man
Relief Mersey: May 3, 4 (twice) and 8

Penarth, Vale of Glamorgan
Atlantic 75: Mar 16, 22, 28, May 8 and 31
D class: Mar 2, 4, 30, Apr 6 and 8

Penlee, Cornwall
Arun: Apr 29 and May 5
Peterhead, Grampian
Tyne: Mar 7

Plymouth, South Devon
Arun: Mar 9, Apr 3, 6, 18, 19, May 3 and 4

Poole, Dorset
Brede: Mar 9 (four times)
Relief Brede: Mar 13 (twice), Apr 29, May 4, 17, 18
Atlantic 75: Mar 9 (four times), 13, 16, 18, 24, Apr 22, 29 (twice), May 3, 5, 10, 16 and 18

Portaferry, Co Down
Atlantic 75: Mar 22 and 29

Port Erin, Isle of Man
Atlantic 21: Apr 8
Relief Atlantic 21: May 4

Porthcawl, Bridgend
Atlantic 75: Mar 9 and May 1

Porthdinllaen, Gwynedd
Tyne: Apr 16 and May 29
Port Isaac, Cornwall
D class: Apr 13, 20 (twice), May 8, 11, 12 and 22

Portpatrick, Dumfries and Galloway
Tyne: Apr 5

Portree, Isle of Skye
Trent: Apr 2, 13 and 18

Portrush, Co Antrim
Arun: Mar 25 and May 10
Relief D class: May 10
D class: May 31

Portsmouth, Hampshire
Atlantic 75: Mar 10, 20, 28 (twice), 30 Apr 2, 6 (three times), 12, 13, May 4, 7, 11, 14 and 15
D class: Mar 28 (twice), 30, Apr 2, 6 (three times), 12, 13, 21, May 4 and 7 (twice)

Port St. Mary, Isle of Man
Arun: Mar 16 (twice) and May 4

Port Talbot, Neath and Port Talbot
Relief D class: Mar 10 and 29
D class: Apr 27

Pwllheli, Gwynedd
Mersey: May 4
D class: Mar 28 and May 11

Queensferry, Lothian
Atlantic 21: Mar 9 (twice), Mar 23 (three times), 26, 29, 30, Apr 4, 8, 9, 10, 12, 16, 24 and May 1
Atlantic 75: May 25

Ramsey, Isle of Man
Mersey: May 4 (twice)

Ramsgate, Kent
Trent: Mar 4, 19, 26, Apr 16, 20 and May 4 (twice)
Atlantic 21: Mar 30, 31, Apr 11, 16, 17 and May 28

Redcar, Cleveland
Atlantic 21: Mar 23, Apr 27 (twice) and May 3

Rock, Cornwall
D class: Mar 28

Rosslare Harbour, Co Wexford
Arun: Apr 19 and May 18
Rye Harbour, East Sussex
Relief Atlantic 75: Mar 1 and 12
Atlantic 75: Mar 16, 30 (twice), Apr

20, May 18, 26 and 31
St. Abbs, Borders
 Atlantic 21: Apr 21
St. Agnes, Cornwall
 D class: Mar 9
St. Bees, Cumbria
 Atlantic 75: Apr 10
St. Catherine, Channel Islands
 Atlantic 21: May 1 and 2
St. Helier, Channel Islands
 Relief Tyne: Apr 10, May 1, 2, 8 and 14
St. Ives, Cornwall
 Mersey: Mar 11, Apr 20, May 24 and 30
 D class: Mar 11, Apr 2, 7, 11, 14 and May 4
 D class: May 24 (twice) and 30
St. Mary's, Isles of Scilly
 Arun: Mar 26
St. Peter Port, Channel Islands
 Severn: Mar 1
 Arun: Mar 7 and May 9
Salcombe, South Devon
 Tyne: Mar 27, Apr 5 (twice), 9, 17, May 9, 10 (twice), 11, 25, 26 and 28
Scarborough, North Yorkshire
 Mersey: Apr 1, 23 and May 18
 D class: Mar 30, Apr 1, May 1 and 18
 Selsey, West Sussex
 Tyne: Mar 9, 27, May 4 and 24
 D class: May 3 and 16
Sennen Cove, Cornwall
 Mersey: Mar 11, Apr 8 and May 5
 D class: Apr 8
 Relief D class: May 28
Sheerness, Kent
 Trent: Mar 4, 9 (five times), 10, 28, Apr 19, 27, May 2 and 11
 D class: Mar 2, 4, 28, 31, Apr 6, 8, May 3, 11, 13, 25 and 31 (twice)
Silloth, Cumbria
 Atlantic 75: Mar 30, Apr 10, 26 and May 26
Skegness, Lincolnshire
 Mersey: Mar 31
 D class: Mar 31
Skerries, Co Dublin
 D class: Mar 7
Southend-on-Sea, Essex
 Atlantic 21: Mar 3, 6, 9 (three times), 14, 22, 23, 30, Apr 7 and 10
 D class: Mar 14, 22, 23 and Apr 12
Southwold, Suffolk
 Relief Atlantic 21: Mar 9 and 16
 Atlantic 21: May 4
Staithes and Runswick, North Yorkshire
 Atlantic 21: May 20
Stornoway, Western Isles
 Arun: Mar 5, 9, 11, 16, Apr 10 and May 16
Stranraer, Dumfries and Galloway
 D class: Apr 5
Stromness, Orkney
 Arun: Mar 6, 10, Apr 2 and 28
Sunderland, Tyne and Wear
 Waveney: Mar 1 and 17
 Trent: Mar 30, Apr 8, 13, 21, 23, 27, May 9, 13, 16 and 20
 D class: Mar 1 and Apr 8
 Relief D class: Apr 24, 27, May 9, 16 and 28
Swanage, Dorset
 Relief Mersey: Mar 29, Apr 4, 10, May 9 and 11
 D class: Mar 28, 29, Apr 27, May 4, 5 (twice), 9, 11 (twice) and 19
Teessmouth, Cleveland
 Tyne: Mar 8 and Apr 27
Teignmouth, South Devon
 Atlantic 21: Mar 9, 14, 21, 24, 28, Apr 2, 14, 20, 27 (twice), May 2, 10, 25 and 29
Tenby, Pembrokeshire
 Tyne: Mar 10, 11 (twice), 24, Apr 11, 21, May 2 and 5

D class: Mar 11, 28, Apr 9, May 11 and 26
Tighnabruaich, Strathclyde
 C class: May 9 (twice), 24 and 28
Tobermory, Strathclyde
 Arun: Mar 8, 10, 11, 12, 31, Apr 22, 26, May 4, 5, 15, 18, 24 and 31 (twice)
Torbay, South Devon
 Arun: Mar 7, 9, Apr 9, May 28 and 31
 Relief Arun: Mar 27 and Apr 5
 D class: Mar 2, 27, Apr 1, 3, 6, 9, 10, 27 (twice), May 10, 11, 24, 25, 30 and 31 (twice)
Trearddur Bay, Anglesey
 Atlantic 75: Apr 10 (twice), 13, 19, 26, May 1, 3, 4 (twice), 5, 30 and 31
Troon, Strathclyde
 Arun: Mar 26, Apr 8, 13, 19, May 18, 21, 23, 25 and 31 (twice)
Tynemouth, Tyne and Wear
 Arun: Mar 1, 2, Apr 8, 21 and May 20
 D class: Mar 16 (twice), Apr 8, 16, 21 and May 28
Valentia, Co Kerry
 Severn: Mar 9, Apr 14, 19, 20 and 23
Walmer, Kent
 Atlantic 21: May 18 (twice) and 24
 D class: Apr 8, May 15 and 18
Walton and Frinton, Essex
 Tyne: Mar 21
West Kirby, Merseyside
 D class: Mar 9, Apr 28 and May 7
 Relief D class: May 11 (twice), 18 and 30
West Mersea, Essex
 Relief Atlantic 21: Mar 10
 Atlantic 21: Mar 26, 27 (twice), 30, Apr 11, 20, 29, May 4, 10 (twice), 11 (twice), 18, 24, 27 and 31 (twice)
Weston-super-Mare, Somerset
 Atlantic 21: Mar 30, Apr 23, May 7, 10 and 26
 D class: Mar 30, May 10 and 26
Weymouth, Dorset
 Arun: Mar 9, 23 (twice), 30, 31, Apr 4 and 6
Whitby, North Yorkshire
 Trent: Mar 9, 16, Apr 2, 15 (three times) and 20
 Relief Trent: May 10 and 29
 Relief D class: Apr 2
Whitstable, Kent
 Atlantic 21: Mar 1 (twice), 26, 27, 29, 30, Apr 9, May 4 (twice), 5, 6 (twice) and 13
 Relief Atlantic 21: May 26, 28, 30 and 31 (twice)
Wick, Highland
 Trent: Mar 19
Wicklow, Co Wicklow
 Tyne: Mar 2, Apr 3, 29 and May 4
 D class: May 4 and 5
Withernsea, East Yorkshire
 D class: Apr 28 (twice) and May 18
Yarmouth, Isle of Wight
 Arun: Mar 9, 15, 24, 27, 31, Apr 25, 27 (twice), 30, May 3, 4, 6, 18, 19, 30 (twice) and 31 (five times)
Youghal, Co Cork
 Atlantic 21: Mar 16 (twice)

On Passage:
 ON 1029 Waveney: Apr 7
 ON 1094 Tyne: Apr 5 (twice)

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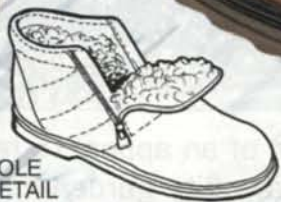
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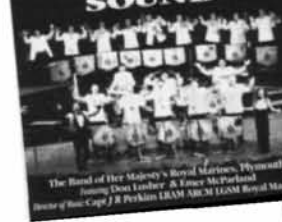
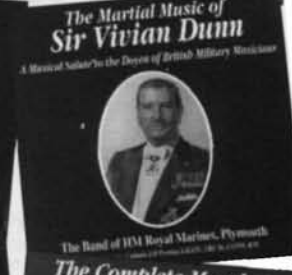
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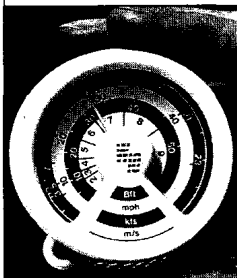
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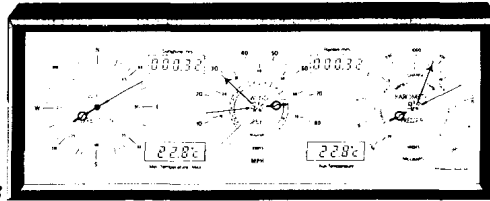
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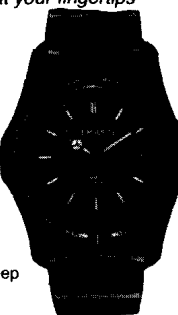
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