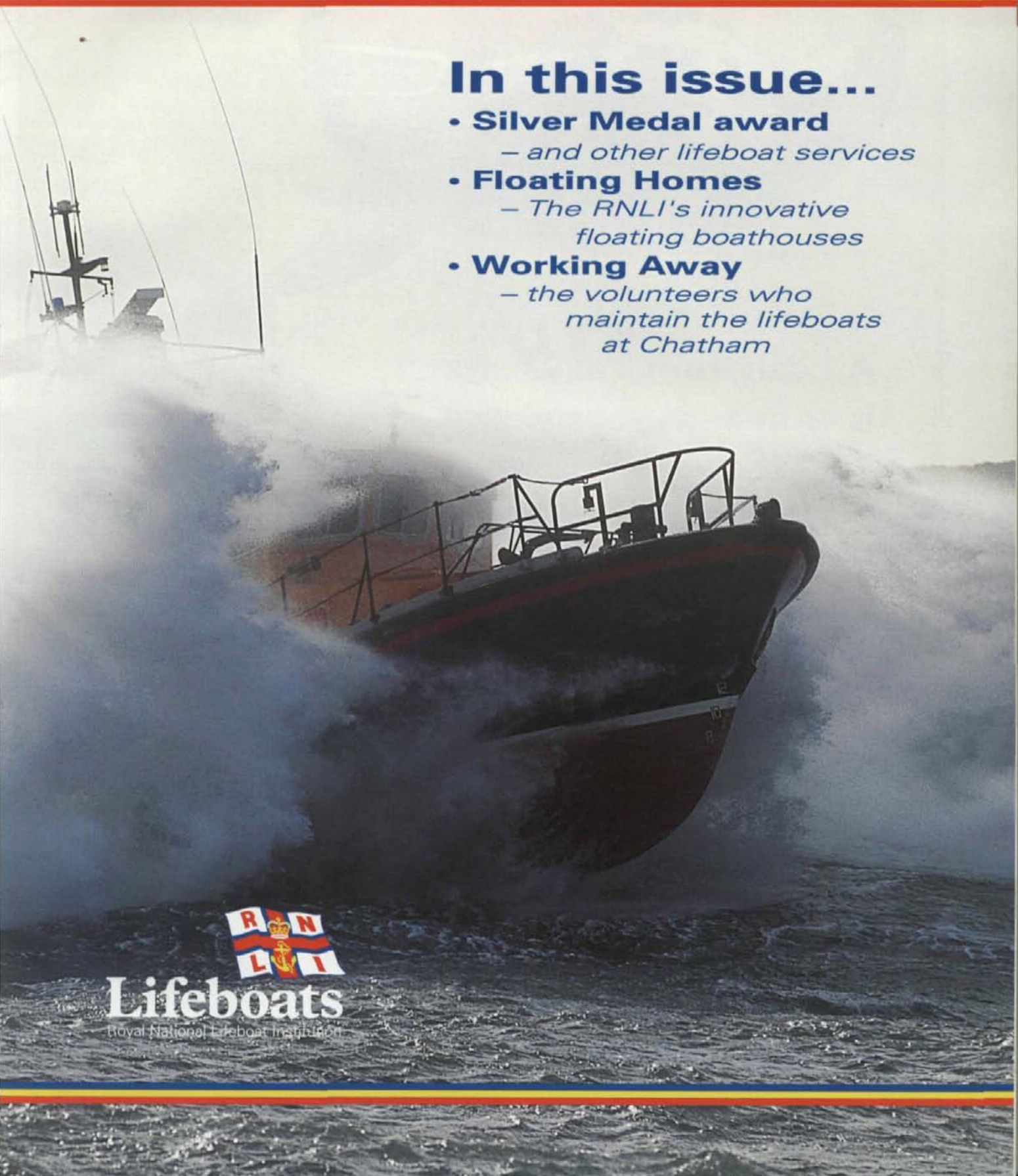
Winter 1997/98

The Lifeboat

The magazine of the RNLI



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  – and other lifeboat services
- **Floating Homes**
  – The RNLI's innovative floating boathouses
- **Working Away**
  – the volunteers who maintain the lifeboats at Chatham

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The Lifeboat

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Telephone Poole (01202) 663000
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Registered Charity Number 209603

Chairman:

David Acland DL

Director and Secretary:

Lt Cdr Brian Miles CBE RD FNI CIMgt RNR

The Lifeboat

Editor:

Mike Floyd

Editorial Assistant:

Jon Jones

Advertisement Manager:

Nigel French

Advertisement Administrator:

Marion Bardsley

Editorial (01202) 663188
Fax (01202) 663189

Adverts (01202) 663215
Fax (01202) 663238

Front Cover

Fishguard's Trent, 14-03 *Blue Peter VII*, covers herself with spray while on exercise off the Welsh coast.

Blue Peter VII was funded by 'Blue Peter's' Pieces of Eight appeal, and is the first all-weather lifeboat to be funded from the television programme's appeals.

by Rick Tomlinson

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NEWS

Token of thanks – Brighton lifeboat helmsman, Richard Pearce, presents John McCarthy with an honorary ***Offshore*** membership with thanks for all his work on the new RNLI video.

John McCarthy presents RNLI video

Journalist and broadcaster, John McCarthy, presents the new RNLI video which is being launched at the London International Boat Show at Earl's Court this month. John, embarked on a circumnavigation of Britain with comedienne Sandi Toksvig after his ordeal at the hands of terrorists in Beirut came to an end.

John, now a keen leisure sailor and RNLI supporter, visited Brighton, Jersey, Oban and the Royal National Lifeboat Collection at Chatham Historic Dockyard during filming to talk to lifeboat crews and those they have rescued.

The video (untitled at time of going to press) has been filmed on location throughout the UK and the Republic of Ireland. Many of the rescues featured involve members of the public who never thought they would need a lifeboat: like the 300 ferry passengers whose catamaran struck the rocks off Jersey, or the young students who went for a late night walk on Brighton beach and were swept into a raging sea.

The video will be available through the Video Factory at £8 including postage and packaging (see advertisement in the Small Ads section of this issue). Visitors to the Boat Show will be able to obtain the video at a special show price of £5.

AGM and APA

The RNLI's 1998 Annual General Meeting and Presentation of Awards will take place on Thursday 21 May at the Barbican Centre at 1130 and 1430 respectively. Governors will receive an application form with this issue of ***The Lifeboat***. If supporters would like tickets to the APA they should apply to the AGM office before the end of March.

US Commandant visit

Admiral Robert Kramek, Commandant United States Coast Guard, toured RNLI HQ on 19 November and met Director Brian Miles and members of senior staff.

Admiral Kramek is the 20th Commandant of the USCG and was in the UK heading the US delegation to the International Maritime Organisation conference.

NEWSPOINT

At first glance 1997 could be thought to have shown the RNLI as something of a paradox. The casual observer might think it odd that in the same year as it began preparations to look back and celebrate its 175th anniversary the RNLI also set up a working group to look forward into the future – to try to divine what sort of lifeboat service will be needed in the new millenium.

With the 175th anniversary falling in 1999, and the working group preparing a paper called 'Lifeboats beyond 2000' the new century seems to mark something of a divide, yet in truth it only shows that the more things change the more the RNLI at least stays the same.

This issue of ***The Lifeboat*** is a good illustration of this ever-changing changelessness. On the one hand we look at the way in which the RNLI's heritage is being preserved at the Historic Dockyard at Chatham, and only a few pages before we examine how lateral thinking produced a thoroughly modern solution to a new launching situation.

When the RNLI was founded there simply was no sheltered launching site at Brighton, neither was there the need nor the technology to create one. Similarly at Burnham it was the changing use of the sea which made it economical to excavate a large hole, fill it with water and create a marina suitable for launching an Atlantic. New situations demanded new solutions – and the floating boathouses were the result.

This is why 'Lifeboats beyond 2000' and other crystal ball gazing is important. As the world changes the RNLI must change with it if it is to continue to provide the best sea rescue service possible. Yet at the same time its ethos, its very character must remain unchanged.

Volunteers maintain the Institution's heritage at Chatham and volunteers still crew Brighton's 30-knot marina-based Atlantic – just as they did the beach-launched pulling and sailing lifeboats.

There is nothing paradoxical about looking both ways at the same time – for the RNLI not only has a proud history but it also has an equally proud future.

The Lifeboat on audio tape

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

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

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

The Lifeboat is published four times a year and is sent free to RNLI members and Governors. The next issue will be Spring 1998 and will appear in April 1998.

News items should be received by 30 January 1998, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, ***The Lifeboat***, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompanied by a stamped, addressed envelope. Contributions may be held for subsequent issues and to reduce costs receipt will not usually be acknowledged unless requested.

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

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

NEWS

Trent named at Sunderland

Saturday 30 August saw one of the hottest days of the month for the naming ceremony of Sunderland's new Trent class lifeboat, *Macquarie* (shown right).

Sunderland station branch chairman, Mr G. Snowball, opened proceedings to the 500 assembled guests and Robin Warrington, deputy divisional inspector of lifeboats for the North, described the Trent class lifeboat. The lifeboat was funded by a legacy from the estate of the late Commander Stone and the executor of his estate, Mr M. S. Norgate, handed the lifeboat to the RNLI, which was accepted by Roly Franks, RNLI deputy chairman, and passed into the care of the station.

Following the acceptance by Mr J. G. Finn, Station honorary secretary, and a service of dedication, the Marske Fishermens' Choir performed a new song, 'The Lifeboat' much to the delight of the crowd. Mrs Snowball, Sunderland ladies lifeboat guild chairman, proposed a vote of thanks and Mrs C. Gaudini, lifelong friend of Commander Stone, named the lifeboat *Macquarie*.

Showtime again!

Readers who receive their copy of ***The Lifeboat*** in time to visit the London International Boat Show (8-18 January 1998) will find that the RNLI's stand at 60E is definitely not to be missed.

Visitors to the stand this year will see *Toshiba Challenger* on display – one of the first Atlantic 75s in the new 'all-orange' livery (fondly referred to as having been Tangoed!) – complete with specially made mannequins of crew members and survivors. There also be the usual colourful information and video displays, souvenirs, sea safety and ***Offshore*** recruitment.

Luxury lottery prize

The lucky winner of the Spring lifeboat lottery will go on a seven day cruise around Scotland's West Coast. Leaving Oban on 6 August 1998, the cruise, kindly donated by Hebridean Island Cruises, will take in some of the most beautiful islands, including Harris, Skye and Eigg. The winner will enjoy luxury accommodation, gourmet cuisine on board, and the magnificent scenery of the Hebrides.

The cruise is for two people on board the *Hebridean Princess* and includes all meals and entrance fees to castles and gardens – the winner will also receive £500 spending money. In addition there are eight runner-up prizes that range from £100 to £1,000. If you would like to receive, or require additional tickets, please ring Rebekah Rose on the lottery hotline: (01202) 663219. Hebridean Island Cruises can be contacted on: (01756) 701338

The Cuillin mountains on Skye provide a dramatic setting for the *Hebridean Princess*

New lifeboat for Humber

Humber's new £1.3m Severn class lifeboat, *Pride of the Humber*, sailed into Hull Marina in brilliant sunshine for her royal naming ceremony on 24 September. All members of the RNLI's only full-time lifeboat crew were present. The men live in RNLI houses at the tip of the remote Spurn Point, and each member of the crew normally works six days a week. The entire team turned out to hear HRH The Duke of Kent name the lifeboat which had been funded thanks to the supreme fundraising efforts of individuals and companies throughout the North East of England.

More than 1,000 guests witnessed the naming ceremony as they basked in the Indian Summer sunshine. Divisional Inspector, Kieran Nash accepted the lifeboat on the station's behalf and the crowd roared its approval as Kieran announced that he would check with Superintendant Coxswain Brian Bevan and crew if they would care to accept the boat, and they replied that they would!

Brian Bevan is such a well-known and respected character in the region that a bear, named Bevan Bear in his honour, was sold to raise funds for the new lifeboat. Sales of the bear put £38,000 into the appeal's coffers. Thousands of fundraising events throughout the 1994/5 Humber Lifeboat Appeal, boosted by bequests from Miss Lucy Chandley, Miss Margery Hooton and Mrs Self of Cleethorpes, provided the funding for the lifeboat.

Following the ceremony – Brian Bevan takes HRH The Duke of Kent aboard the new lifeboat. Photo: Roger Jack

NEWS

The magnificent Severn

Visitors to the Boat Show clamber aboard the Severn class lifeboat for closer inspection.

One of the RNLI's fastest all-weather lifeboats, a 17m Severn class, was open to the public during the Southampton Boat Show in September. Visitors were able to climb aboard and see the layout and equipment for themselves, while volunteer crew members stood by and answered questions. An Atlantic 75 lifeboat also performed man-overboard demonstrations twice a day.

The RNLI's main stand was again a great success and featured displays, membership recruitment and souvenirs, while volunteers and staff sold lottery tickets and handed out the Sea Safety Liaison Working Group safety booklets.

The Southampton Boat Show is the world's largest on-water boat show and this year boasted 600 exhibitors and was attended by 120,000 people. Special attractions for 1997 included search and rescue displays, a sail past by the Whitbread round-the-world yachts, internet cafe, Ford entertainment area and 'hands on' sailing, canoeing, diving and abseiling.

Alderney wins the cup!

Steve Shaw (left) receives the award from General Sir Michael Walker, Commander-in-Chief HQ Land and Admiral of Army Sailing Association. See 'Lifeboat Services' page 14 for a report of the lifeboat service.

There was sustained applause for Coxswain Steve Shaw of the Alderney lifeboat when he stepped up to receive a special award at the prizegiving of the Services Offshore Regatta last Summer.

The Holroyd Smith trophy for outstanding seamanship normally goes to one of the competitors but the committee broke tradition and presented it to the lifeboat.

Very heavy seas during the main event, an overnight race from Gosport to Guernsey, had been peppered with incident and drama. None more so than the fate of a small cruiser, *Parthia*, which was knocked down and three of the crew went overboard and a distress call was put out. It was answered by the Alderney lifeboat which arrived at the scene and took the tow. After a very difficult journey in winds gusting 41 knots, and survivors suffering hypothermia and injuries, the lifeboat brought the cruiser safely into harbour.

D class named at Pwllheli

Saturday 23 August dawned wet and all indications were that it would continue. The station put their wet weather programme into effect – the crew and shore crew cleared the lifeboat house, dressed both boats and decorated the boathouse.

The new D class lifeboat, funded by a local appeal, was handed over to the RNLI by Mr Chris Andrews, chairman of the Chester branch and was accepted by The Right Honourable, The Lord Stanley of Alderney, a vice president of the Institution and a member of the committee of management. Lord Stanley thanked everyone involved and in particular all who had spent hours in jumble sales, coffee mornings and on street corners with collecting boxes.

Owen Robert, station honorary secretary, accepted the lifeboat on behalf of the station and informed the guests that the lifeboat had already been on service. Following a service of dedication, Mrs Annwen Carey Evans, chairman of South Caernarfonshire ladies lifeboat guild, thanked everyone for their dedication and efforts.

John Butler, honorary treasurer of the Chester branch and patron of the appeal (pictured right), named the lifeboat *City of Chester*.

Brighton's Atlantic 75 named

On 19 October some 200 people gathered in Brighton Marina village square for the naming ceremony of the Atlantic 75 lifeboat *Thelma Glossop* which was funded by Mr and Mrs Roy Glossop, in memory of Mr Glossop's first wife, Thelma.

Mr Roger Clarke, on behalf of Mr Glossop, presented the lifeboat to Mr Roly Franks, RNLI Deputy Chairman who accepted it on behalf of the RNLI and expressed gratitude to Mr and Mrs Glossop for their generous gift. Colin Maltby MRIN, station honorary secretary, received the lifeboat on behalf of Brighton lifeboat station and following a service of dedication Mrs Jean Glossop, assisted by her grandson Master James Clarke, took great pleasure in naming the lifeboat.

Following the ceremony, and light refreshments, Mr and Mrs Glossop (pictured left) and some of their family were taken to sea in a local boat and the Atlantic joined them and went through its paces during which it was called out on a service – a very apt conclusion to a very enjoyable day.

Photo: Brighton Evening Argus

NEWS

Double celebrations at Wick

Wick lifeboat crew aboard *Roy Barker II* (L to R): Ian Cormack, second coxswain; Mark Cormack, crew member; John Robertson, deputy second coxswain; John Martin, Mechanic; Walter McPhee, coxswain; and Alex Durrand, crew member.

Photo: Robert MacDonald, Northern Studios

On 20 September, in brilliant Summer sunshine, Wick lifeboat community celebrated the naming of their new Trent class lifeboat *Roy Barker II* and the official opening of their new boathouse.

The lifeboat is the second to be provided by the bequest of Roy Barker who was a keen seafarer and great supporter of the RNLI. When he died he gave the RNLI the largest bequest it had ever received. The money is in an endowment trust and the interest is used to provide a new lifeboat, bearing his name, every three to four years. *Roy Barker I*, also a Trent lifeboat, is on station at Alderney, Channel Islands.

Mr Archie MacKenzie DL, Convenor of the Scottish lifeboat council and a member of the Committee of management opened the new lifeboat house. Stuart Mottershaw, an executor of the estate of the late Roy Barker, handed the lifeboat over to the RNLI which was in turn handed into the care of the station – Miss Jane Spears, Mr Barker's personal assistant and companion, then named the lifeboat.

Royal presentation

The Queen Mother was recently presented with a specially commisioned painting of Thurso Lifeboat *The Queen Mother* by Thurso station branch.

The painting is by local artist Evan Sutherland who donated the painting to the branch who in turn commisioned prints to raise funds. The branch decided to offer the original to the Queen Mother who officially named the lifeboat back in 1989.

Branch officals and Evan were invited to the Castle of Mey to hand over the painting in person and the Queen Mother treated her guests to a private showing of paintings by Prince Charles and Prince Phillip. Branch members were overwhelmed by the friendly welcome and saw that the Queen Mother and her staff were very knowledgeable about the RNLI and the Thurso station.

A number of limited-edition prints are still available through Ann Oag on (01847) 89596

Presenting the painting to the Queen Mother (L to R): branch secretary, Ila Simpson; local artist, Evan Sutherland; branch chairman, Sandy Gordon; and branch fundraising organiser, Ann Oag.

Lerwick lifeboat named

On a blustery day Lerwick's lifeboat community officially welcomed their new Severn class lifeboat, *Michael and Jane Vernon*, into service. The lifeboat was named on 19 July in honour of Sir Michael Vernon, recently retired Chairman of the RNLI, and his wife Lady Jane Vernon (pictured left naming the lifeboat). The vessel was funded by bequests from Miss Eleanor Rennie and Ronald Fee, a gift from Mr J. Young and the Lerwick lifeboat appeal.

Glenda's lifeboat link

When Glenda Jackson CBE, Parliamentary Under Secretary for State for Transport, visited RNLI HQ in August, Director Brian Miles presented her with a photograph of her grandfather, known as 'Father' Jackson – taken when he was a member of Hoylake lifeboat crew in the early 1900s.

During her visit the former actress toured the headquarters and depot and spoke to senior staff. In her role as Minister for Transoprt, Miss Jackson has specific responsibility for shipping and therefore has a special interest in the RNLI.

Sailing Today helps RNLI

Subscribers to 'Sailing Today' magazine, launched in April this year, have raised enough money to buy a new navigation system for one of the RNLI Tyne class lifeboats.

The magazine donated £5 to the RNLI for every reader who took out a subscription between April and June 1997.

Mablethorpe D class named

A cool and breezy day greeted guests on Sunday 29 June as they assembled for the naming ceremony of Mablethorpe lifeboat station's D class lifeboat, *Patrick Rex Moren*.

William Stoney, station president, opened proceedings and the lifeboat was handed to the RNLI by Mrs Desiree Volley, sister in law of the late Patrick Rex Moren. The lifeboat was accepted by James Woodhouse, member of the RNLI Committee of Management and delivered into the care of the station. Following its acceptance by Rod Stones, station honorary secretary, a service of dedication was led by Reverend Bill Baker of Trusthorpe Church of England. John Clegg, guild chairman, proposed a vote of thanks and Mrs Volley named the *lifeboat Patrick Rex Moren*.

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Lt. Cdr. Brian Miles CBE
Director of the RNLI

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NEWS

Appealing start

The Crew Training Appeal is seeking funds to cover the cost of crew training at individual lifeboat stations and is approaching local businesses, trusts, and individuals for donations. It will cost some £20,000 for training at a single station for the next five years and some stations are being funded outright by a local individual or company (Bank of Scotland has completely funded three stations in Scotland!), but the Appeal also encourages groups of people to get together and 'take on' a station as their own project. Plaques and presentation photographs are given to exceedingly generous donors in recognition of their kind gift.

The appeal was designed by Lady Cooksey, who is extremely active as Chairman and together with her vice-chairman Mrs Rosalie Trinder, they have been networking to secure the services of eminent individuals as official Patrons of the appeal. Patrons are encouraged to choose a particular lifeboat station and help coordinate its fundraising by reaching out into their own networks of friends, colleagues etc. The network is continually increasing and contains members who are existing contributors or committee members – it is also introducing many people to active RNLI support, and is set to get more involved with businesses and corporate sponsorship.

Although only launched in September the Appeal has got off to a blistering start, with over one million pounds already pledged. The Bank of England kindly hosted the launch, and Bank of Scotland are preparing to host the Scottish launch in December (similar launches are hoped for Wales and the Republic of Ireland next year). The combined target is five million pounds, which will fund all 220 stations for five years and also provide major sponsorship for eight Mobile Training Units and the training centres at Poole and Cowes.

Appeal Coordinator, Myles Bremner, is carefully bringing together all the donations and pledges and working to ensure that the Appeal becomes more than just a success. The success it is having so far will hopefully form the groundwork not only to reach the Appeal target, but to bring more continued support thereafter, and help guide the lifeboat crew members into the 21st century with excellent training and training equipment. The Appeal slogan is suitably hard-hitting: "If you think training is expensive...then consider the cost of ignorance." If you would like further information on the Appeal, please contact: *Myles Bremner, RNLI Crew Training Appeal, 20 Buckingham Street, London WC2N 6EF Tel (0171) 839 3369.*

Happy 175th!

Frances Aldridge, the RNLI's 175th Anniversary Project Manager, tells the story so far of the 175th anniversary celebrations...

175 years of saving lives at sea

As Anniversary Project Manager, my job is to bring together all the many ideas for celebrating 175 years of saving lives at sea and to sift those ideas, picking out those which are workable, manageable and worthwhile and, hopefully, doing them really well. The anniversary is a real opportunity to think expansively and raise awareness while, at the same time, remaining true to the nature of the Institution which, over 175 years, has seen lifeboat technology dramatically change and develop while the volunteer crews and fundraisers have remained essentially the same in terms of self-sacrifice and dedication.

I have a strong and talented project team in place comprising a real cross-section of RNLI expertise and we have already held our first brainstorming session from which has come the basis of the anniversary plan.

So what is in store for 1999?

First of all there are two key dates to remember - **4 March 1999**, the actual birthday, and the week of **20 June 1999** which is when a huge flotilla of overseas and UK lifeboats will come to Poole harbour, hopefully culminating in a Royal review sometime during the week. That week is also the week of the 18th International Lifeboat Federation Conference which the RNLI is hosting at the Royal Bath Hotel in Bournemouth.

Coincidentally, our friends in the Koninklijke Nederlandse Redding Maatschappij (KNRM, and the Dutch equivalent of the RNLI) also celebrate their 175th anniversary in 1999 which presents us with an obvious and very welcome chance to extend our existing links into a real celebration. There are plans for both our countries to organise a round-the-coast relay with lifeboats visiting every lifeboat station on our respective coastlines - hopefully with local celebrities on board carrying something special to mark the event - and then meeting up in the North Sea with a possible exchange of lifeboats and crew.

On 4 March we are planning a synchronised launch of lifeboats from every one of our lifeboat stations. The launches would also be formal exercises and so be practical and celebratory. Operations and Public Relations will be working flat out to achieve this unique occasion which we hope will attract a lot of media coverage.

There are also plans for an exhibition and travelling roadshow, commemorative coins and stamps, a possible TV documentary, an action-packed children's book, a massive poster campaign, floral displays and numerous commemorative sales items.

The regions are brimming over with ideas for fundraising and awareness activities including *The Lifeboat Challenge* when teams and individuals will be challenged to visit as many lifeboat stations as possible over a given period of time, *The Birthday Bash* when branches and guilds will be encouraged to hold as many varied events as they can think of, and there will also be an *Anniversay Appeal.*

All these exciting ideas will be brought together and branded under our anniversary logo (shown above) and which will be used at every possible opportunity and used for the 1999 badge appeal.

Other plans are being worked up at the time of going to press so - *watch this space !*

Anyone wanting to contact Frances Aldridge with additional ideas can do so on (01202) 663323. She will be pleased to hear from you.

DIRECT TALKING

The RNLI's Director, Brian Miles, looks back at 1997 and at the Institution's plans for 1998

Although one of our principle challenges must be for the RNLI to be administered in a modern, businesslike and efficient way we should never forget the traditions and values which have made us what we are.

We have a history of which we should be proud, and the need to acknowledge our past was demonstrated perfectly this time last year when the Chairman and I visited Douglas, on the Isle of Man, to attend a service of Thanksgiving on the 150th anniversary of the death of our founder, Sir William Hillary.

Following the ceremony, which was broadcast nation-wide, wreaths were laid on Sir William's tomb by the chairman and by the present Douglas coxswain.

It was heart warming that so many people. particularly those from Douglas, the birthplace of Sir William, wanted to honour the memory of our founder and acknowledge the debt we all owe him.

Later in the year I was privileged to participate in another dignified and moving act of remembrance. In April I attended a church service in Mumbles to commemorate the 50th anniversary of the loss of The Mumbles lifeboat and her crew in their heroic but unavailing attempt to rescue the crew of the cargo vesel *Samtampa*, who also perished in the disaster of 23 April 1947. Many members of the families of those lost from both the lifeboat and *Samtampa*, supported by a packed congregation, came together to honour the memory of those brave lifeboatmen of half a century ago, whose courage and personal sacrifice will never be forgotten.

Enough of the past. Now to the future, which continues to be as challenging as at any time in our history. The Severn and Trent building programme is now well under way with ten Severns and 24 Trents in service as I write. Feedback from the coxswains and crews about the new lifeboats has been positive and encouraging, and already several services have been carried out in severe weather at considerable distances out to sea – demonstrating perfectly the increased capability these new lifeboats provide.

In planning terms we have now defined even more specifically our intended levels of cover for the future. Not only are we committed, by the year 2000, to reach virtually any point up to 50 miles from the coast within two-and-a-half hours from launching in fair weather, but also to reach 95% of casualties within 12 miles in less than 30 minutes from launching. Together these definitions demonstrate what a comprehensive rescue service the RNLI will be providing around our 7,000 miles of coastline. Our current building programme keeps us well on course to achieve those targets.

We can never afford to stand still and we are currently reassessing potential demands on the lifeboat service, and considering a strategy to provide the most effective lifeboats to meet these needs well into the future.

We have a project team working on this task and it is making excellent use of the wealth of information now

available on past lifeboat services as well as examining predictions of the type and distribution of incidents which we anticipate in the future.

We hope to have made real progress with this project by next year as it will have a very substantial impact on the work of the Institution well into the next century.

We have been very encouraged by the results so far of the RNLI's initiatives in Sea Safety. The first survey we conducted this year showed that the message of the campaign is getting through. In 1998 we hope to expand the campaign for both fishermen and pleasure boat users with the use of seminars around the coast.

The efforts of our fundraisers and the response to appeals and other initiatives in fundraising continue to be an inspiration. During the year I attended naming ceremonies at Guernsey and Humber – the new lifeboats being funded in both cases by local appeals.

At each ceremony large numbers of people involved with the appeals were present and their pride in the new lifeboat representing the results of all their efforts was very evident.

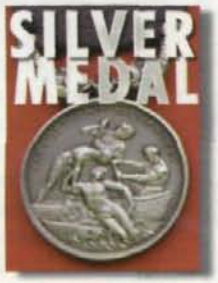
Another new fundraising initiative during 1997 was the launch of the 'Offshore' membership scheme. The challenge was set to achieve a membership of 10,000 in the first year – but the target was met during Cowes Week in August!

Once again so little space remains to say thank you to those of you who have made me so welcome on lifeboat occasions all through the year. Let me use this annual message to thank each one of you for all you do for the RNLI in such a host of different ways and, on behalf of everyone at RNLI headquarters, wish you all the very best for the new year.

Trapped men rescued from pier supports

Sometimes the need to save a life over-rides all other considerations... When Eastbourne lifeboat station heard that a person was trapped on a narrow ledge under Eastbourne Pier it was obvious that the station's D class would be needed as well as their all-weather Mersey – even though it was nearly midnight and conditions were very poor.

D class thrown against pier supports and holed during night service



The lifeboat
D class D449
Humphrey and Nora Tollemarche II

Silver Medal
Helmsman Ian Stringer
Thanks on Vellum
Crew Member Gary Mead
Tom Hobdell
Chairman's Letter of Appreciation
Crew Members Mark Chessel and Dawn Mead, Auxiliary Coastguard Stuart McNabb

The Coastguard had contacted the station shortly before midnight and, after consulting with the all-weather lifeboat's coxswain David Corke, the honorary secretary John Hart agreed to launch both boats. The D class *Humphrey and Nora Tollemarche II* launched from the beach at 0001 on Friday 8 April 1997 with the Mersey *Royal Thames* leaving her berth in the nearby marina a minute later.

An onshore easterly of Force 4 to 5 was kicking up a 6ft sea at the D class launching site, and helmsman Ian Stringer had to wait some time for a smoother patch between sets of heavy waves to get the inflatable to sea.

Moonless

In the dark, moonless conditions it was very difficult to read the seas and to avoid the numerous pot buoys which are laid off the coast around Eastbourne. Fortunately the lifeboat carries two battery operated searchlights which were used to good effect to avoid these hazards and arrive safely off the pier.

The same searchlights enabled the crew to see what was happening on the pier – where they could see two men on a 4in wide, weed-covered beam which was constantly awash in the heavy sea which was over 6ft high.

An angler, Tom Hobdell, had courageously made his way down to help the original casualty. He was wearing a life-ring attached to a line tended from the pier overhead and was supporting the man who was now clinging to a supporting pile.

The narrow beam links a small landing platform to the main pier and was upwind and up-sea of the main structure in the easterly wind that night. Helmsman Stringer's plan was to go into the main pier structure and then manoeuvre the lifeboat between the platform and the pier, resting the lifeboat's bow against the beam and holding it in position with the thrust from the engine.

Beam-sea

The approach was complicated by being beam-on to the sea and the lifeboat was thrown against the pier supports before Ian Stringer was able to bring her round head-to-sea and up to the beam where the men were trapped.

The first attempt to recover the casualty was unsuccessful, as he seemed frozen with fear and would not jump into the lifeboat.

The seas were surging around the structure, and although Ian Stringer held the boat head-to-sea she was eventually hit by a particularly large wave and dragged under the landing platform as far as the aft end of the canopy. The wave then lifted her and pinned her against the structure.

Crew member Gary Mead jumped on to the beam at great personal risk to free the boat and try to rescue the two men.

By now however the bow of the lifeboat was completely submerged and at one point the propeller was thrown almost 3ft clear of the water by a strong surge.

Quick thinking saves boy trapped in deep mud

Coxswain Colin Olden and his son, crew member Gary Olden, of Hamble Inshore Rescue, an independent rescue service based on the Solent, are to be awarded the Institution's Thanks on Vellum for saving the life of 12 year-old boy who was stuck in mud and in danger of drowning on 19 July 1997. The third member of the crew, Michael Stanier, will receive a Vellum Service Certificate.

Hamble Rescue were called to help when twelve-year-old Steven Tucker tried to cross the Hamble River at low tide (having spent his ferry fare on an ice-cream) and became stuck fast in deep mud. A friend who was with him was rescued by a yachtsman using a ladder to cross the treacherous mud, but the more Steven struggled the deeper he sank. Unable to extricate himself he was in danger of drowning as the tide began to flood.

Having launched their almost brand-new rigid inflatable very quickly Coxswain Colin Olden drove her at speed onto the mud – sliding her as close as he could get to the boy who by then had only his head and right shoulder showing above the mud.

Even then the boat was still some 45 ft away and the situation was becoming critical. Crew member Gary Olden quickly put on a safety harness with a line attached and slid overboard onto the mud, sinking to the middle of his thighs.

He managed to 'swim' over the mud and reach Steven, who was exhausted and unable to help himself. With a supreme effort Gary Olden dug out the boy's legs and pulled him clear. Gary flipped on to his back so that he could hold the boy on his chest while Colin Olden and Michael Stanier pulled them back over the mud and hauled them into the boat.

Les Vipond, the RNLI's divisional inspector of lifeboats for the South remarked 'Coxswain Colin Olden demonstrated superb judgement, fine seamanship, and a thorough knowledge of the capabilities of his boat, in mounting the mud to get closer to the boy. Crewman Gary Olden showed considerable courage in adapting his swimming skills to the unusual set of circumstances confronting him and his physical strength was sorely tried.

'Although the service was of short duration and carried out in calm weather it was executed in the very best traditions of lifeboatmen. It required determination and considerable flair to save the life of the boy.'

Silver Medal at Eastbourne continued

Eastbourne's D class inflatable comes ashore after another service later in the year. On the night that Ian Stringer won his Silver Medal it was pitch black, there was a 6ft sea, the lifeboat's port sponson was holed and she was full of water.

The lifeboat had obviously sustained some damage and as Ian Stringer tried to extricate her she was again thrown back against the main pier, this time transom-first.

Auxiliary Coastguard Stuart McNabb, who had been helping from ashore, now made his way down on to the beam – and with four people now in danger helmsman Ian Stringer decided that a quick response was needed before others put themselves at risk.

Once again the lifeboat went in through the pier and up to the beam – experiencing the same buffeting and again jamming momentarily under the platform.

This time Tom Hobdell took the opportunity to jump into the lifeboat, but as he did so his safety line fell into the water close to the lifeboat's engine. Ian Stringer cut the power, and in the few moments while the line was cleared the lifeboat was flung about even more violently than before.

Crew members Mark Chessel and Dawn Mead were able to fend her off and prevent her being driven under the beam until, with power restored, she could be driven hard against the beam again.

Stuart McNabb then jumped aboard while crew member Gary Mead virtually threw the original casualty into the lifeboat before jumping aboard himself.

The lifeboat now had seven people aboard, was full of water and badly damaged, with the starboard bow section deflated. Despite this Ian Stringer was able to nurse her clear of the pier and begin to make progress up-wind towards the lifeboat station, with Gary Mead between the deflated bow section and the casualty to give him some shelter.

With the boat overloaded and in bad shape landing in the 6ft seas would have been fraught with danger, so, a few hundred yards from the landing site, the casualties were transferred to the Mersey which then took them to her berth in the marina.

The D class was successfully beached, but she was damaged to the extent that a relief boat was needed – which arrived from the Inshore Lifeboat Centre at Cowes and was put on station less than 12 hours later.

All of the casualties were checked by the station's doctor who found no serious injuries, although the initial casualty was suffering from minor hyperthermia and shock.

Passenger vessel on lee shore in tiny cove

During a six-hour service in gale force winds Angle's Tyne class lifeboat *The Lady Rank* was able to snatch a disabled passenger boat from the foot of 80ft cliffs, saving the lives of the four crew aboard the vessel. The service, which involved manoeuvring in a tiny cove battered by an onshore gale, won her coxswain Jeremy Rees, the RNLI's Bronze Medal.

The Lady Rank

The Lifeboat
Tyne class 47-011
The Lady Rank

Bronze Medal
Coxswain Jeremy Rees
Medal Services Badges
and joint Chairman's Letter of Appreciation
2nd Coxn Daniel Richards
Asst Mech Adam Stringer
Crew members
David Lawrence
Bernard Jonker,
Roger O'Callaghan
Derek Richards

On 5 May 1997 the 36ft passenger boat *Dale Princess* anchored in North Haven on Skomer island – some 9 miles north-west of Angle lifeboat station – to attend to engine damage caused by a fouled propellor.

A northerly gale began to make conditions difficult, and by 1730 she was dragging her anchors towards the shore and in need of immediate help.

Milford Haven Coastguard contacted Angle lifeboat station and, at 1740, the Tyne was on her way under Coxswain Jeremy Rees.

As soon as she cleared the entrance to Milford Haven she could feel the full force of the wind, although the land was still providing some shelter, and made best speed for Skomer Island.

Notorious

As she drew near both an auxiliary coastguard ashore and another vessel nearby confirmed that the situation was now desperate, so Coxswain Rees decided to take the shortest route to the casualty.

This meant going through the notorious Jack Sound – with some 5 knots of tide running against a full gale funnelling through the narrow opening.

The sea looked like a boiling cauldron, and as *The Lady Rank* went into it at around 10 knots she started to ship green water overall. Visibility was near-zero in the driving spray and the 'clutter' from the sea made the radar impossible to use. The cliffs lining the sound could just be glimpsed through the wheeelhouse windows – the outer steering position was completely untenable in these conditions – and with the help of the compass and occasional sight of the cliff faces Jeremy Rees brought the lifeboat safely through the raging sound and out into clear water.

Here the sea was more regular – although still around 10ft high - and the Tyne could gain a little sea-room.

Stern-first

At about 1820 the lifeboat approached North Haven, where the casualty could be seen lying in the surf line less than 30ft from the sheer cliffs and being battered by seas up to 10ft high which were rebounding off the face in a confused pattern.

The Haven is so small that Coxwain Rees had to take the lifeboat in stern-first, easing down to *Dale Princess* through fishing markers and mooring buoys which complcated the approach.

It took three attempts to get a tow line aboard the casualty, but with it made fast there was still the problem of getting the passenger boat clear of the cliffs. She was so close-in that she could not afford to lose any ground as she recovered her anchor, so Jeremy Rees paid out some 60m of line and then took the strain, getting *Dale Princess* to cut her anchor cable at the same time.

Drogue

The manouvre worked and the lifeboat eased the casualty out of North Haven and into more open water.

Returning via Jack Sound was out of the question, so a long and painstaking tow around the seaward side of Skomer Island began. To the west of the island the seas were up to 15ft high, and tyres were streamed from *Dale Princess* as a drogue to keep her under control.

The coxswain nursed both vessels along, making less than two knots over the ground against the strong north-going stream and with the casualty out of sight in the troughs of the larger waves.

Eventually some shelter was gained from the land and the tow could proceed at around 5 knots – with the lifeboat eventually putting the casualty alongside in Neyland Marina at 2246.

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

Painting by Tim Thompson

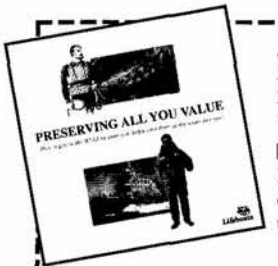
The Cromer lifeboat on its way to the steamer **Fernebo,** *January 1917.*

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

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

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

For a free copy, simply complete and return the coupon below or telephone John Marshall on 01202 663032 – and help our volunteer crews continue to save those in peril on the sea. Thank you.



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

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

Mr/Mrs/Miss/Ms _____

Address _____

_____

Postcode _____

Membership no. *(if applicable)* _____

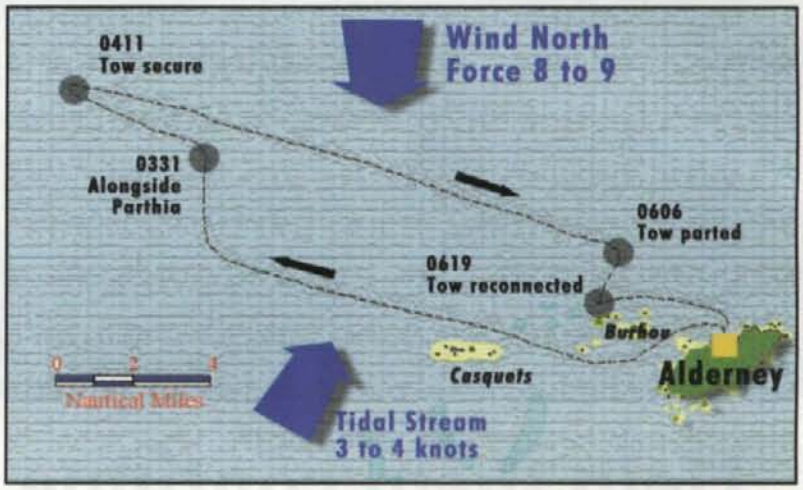
Registered Charity No. 209603 LI8/3

Lifeboats
Royal National Lifeboat Institution

PRESERVING ALL YOU VALUE

Trent saves five in gale force winds and very heavy seas

When a northerly gale is blowing against a spring tide conditions in the English Channel near the island of Alderney can be very unpleasant indeed. It was in just these conditions that the 33ft racing yacht *Parthia* suffered a knock-down in the early hours of 27 June 1997 injuring members of her five-man crew and damaged some of her gear and equipment. The resulting service by Alderney's Trent *Roy Barker I* led to her coxswain, Steve Shaw, and second coxswain Martin Harwood being awarded the RNLI's Thanks on Vellum.



The lifeboat launched at 0227, heading out into a northerly Force 8 to 9 which was blowing against a strong spring tide and creating a nasty sea 10ft to 12ft high at the harbour entrance. In anticipation of a rough trip all of her crew were strapped into their seats.

The yacht had given her position as two miles west of the Casquets – a rocky, low-lying reef – so Coxswain Shaw headed down the Swinge, the channel to the west of Alderney, until he could swing round to starboard, clear the tiny island of Ortac and head for the Casquets. Here the wind-over-tide seas were steep, breaking and more than 20ft high and *Roy Barker I* had to be slowed to around 12 knots so that she would not fly off the tops of the waves and slam excessively.

At 0244 the lifeboat made radio contact with *Parthia*, which gave her position as six miles to the north-west of the Casquets, acknowledging that earlier damage to her satellite navigation system may have made have affected its accuracy.

Fault

Between 0300 and 0315 two sightings of navigation lights were investigated, but each turned out to be other yachts competing in the same race. Knowing that he was in the right area but unable to identify the casualty with the VHF radio direction finder Steve Shaw asked *Parthia* to fire a flare – which was spotted dead ahead at 0322. It was later discovered that a fault had developed in the lifeboat's VHF DF unit.

Five minutes later the lifeboat sighted the yacht, making a north to north-westerly course under sail on starboard tack with her guardrails bent and steering damaged. Her skipper asked if the injured men could

The Lifeboat
Trent class 14-04
Roy Barker I

Thanks on Vellum
Coxswain Stephen Shaw
2nd Coxn Martin Harwood
Vellum Service certificates
Deputy 2nd Coxn
Declan Gaudion
Mechanic Michael O'Gorman
Crew members
Steven Wright
Brian Talbot
Francois Jean

Photos in Force 9 and darkness are hard to come by – but this is Alderney's Trent in far less wind and daylight...

be taken off, but in view of the very poor conditions Coxswain Shaw decided it would be far safer to tow the yacht to Alderney with them aboard.

With only two able members aboard the yacht her skipper doubted their ability to manage her during the difficult tow so the Trent prepared to go alongside to transfer second coxswain Martin Harwood.

Throttles

With more than 15ft of rise and fall between the vessels the transfer would be difficult. The problems were compounded by the fact that the yacht's sail was out to port, meaning that the lifeboat would have to put her port side to the yacht's starboard side. The Trent's throttles are on the starboard side of the upper steering position so Steve Shaw's view of the delicate operation would be less than ideal.

Nevertheless he succeeded in putting the two vessels close together in a trough – minimising the relative motion – and Martin Harwood threw himself across the gap, landing in the rigging and crashing, bruised to the deck.

Transfer

Martin Harwood checked the crew of the casualty while the lifeboat stood off to prepare for the tow, asking for thermal and survival suits to be passed over for them.

Steve Shaw brought the lifeboat in again to transfer the suits, and then once more to pass the tow line.

By 0411 *Roy Barker I* was on her way back in very uncomfortable conditions, although the seas had moderated slightly with the change of a tide.

There was more drama in store however, for as lifeboat and tow passed through some heavy seas to the north of some shallows known as the Pommier Bank the cleat ripped out of the yacht's deck and the tow was lost at 0605.

The heavy seas and gale force wind quickly blew *Parthia* downwind towards the jagged shore of Burhou, but Steve Shaw was able to put the lifeboat back alongside within 15 minutes and re-establish the tow before any harm befell her.

Decision

The coxswain now faced a difficult decision. Should he take the safer, but rougher and slower route through the Swinge, or stay north of Burhou and take the quicker and shorter route back to Alderney? The risk here was that should the tow part again *Parthia* would be swept down onto Burhou and quickly break up.

With *Partia's* crew injured and suffering from hyperthermia Steve Shaw opted for the quicker route, bringing both boats into Alderney at 0716.

With an onshore wind the entrance to Braye Harbour, Alderney is very rough indeed and it was not possible to shorten up the tow in the usual way. As a result the casualty swept round the end of the breakwater into more sheltered water and over-ran the tow line, beginning to blow down on to the rocky shoreline.

Martin Harwood and Steve Shaw reacted quickly – Martin cut the tow and Steve swung the lifeboat around for an alongside tow up to a safe berth.

Three saved from dismasted catamaran in storm conditions

City of Plymouth brings the 35ft catamaran *Myros* into Mayflower Marina after a long tow in 45-knot winds

Plymouth's Arun class *City of Plymouth* made headline news locally when she went to the aid of the 35ft catamaran *Myros*, which had been dismasted in storm force winds on Thursday 28 August 1997. During the five hours she was at sea the winds barely dropped below 45 knots.

Visibilty was severely restricted by heavy rainsqualls swept along by the Force 10 westerly and the lifeboat could not locate the catamaran in her reported position just a mile off the Mewstone outside Plymouth Harbour.

The lifeboat could not use her VHF direction finder as the casualty had lost her radio aerial when the mast came down and she had contacted the coastguard by mobile phone. With no radio contact possible the crew resorted to calling the casualty back on her mobile... and after a moment of worry when the call appeared to be diverted they were at last able to speak to *Myros*.

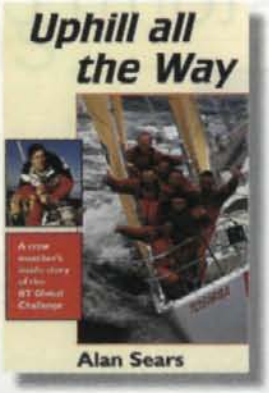
Although she fired flares at the lifeboat's request *Myros* could still not be seen, so the phone was used again to ask her for the last position she had received from her satellite navigation system before losing the aerial.

This put the casualty about five miles to the west in Bigbury Bay, where she was soon located when the search was diverted.

In very heavy seas the lifeboat came alongside twice, once to put crew members aboard and again to take off a female member of the yacht's crew, before *Myros* was towed slowly back to the safety of Plymouth's Mayflower Marina. So severe were the weather conditions in the area that the tow took some three-and-a-half hours.

Bookshelf

Uphill all the Way
by Alan Sears
published by Adlard Coles Nautical at £14.99
ISBN 0-7136-4876-7



Completing a 30,000-mile race round the world and against the prevailing winds must bring a great feeling of personal satisfaction to those taking part – but for many aboard *Toshiba Wave Warrior*, which finished in second place in the recent BT Global Challenge, it also helped provide tangible help to others.

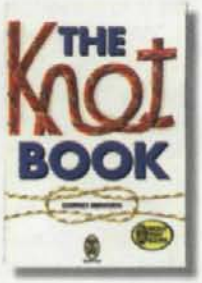
For among the crew who took part were six RNLI crew members filling spaces made available free by Toshiba, the company which was sponsoring the yacht, and who were in turn sponsored by individuals to raise money for the RNLI.

Some sailed a single leg, others two, and between them they raised more than £150,000 for the Institution.

This very readable account by one of the non-RNLI crew members aboard *Toshiba Wave Warrior*, Alan Sears, is a graphic account of the race. It takes in the preparations, the trials, tribulations and elations of being at sea for weeks on end in a small boat, the tensions and cameraderie and the shoreside parties.

Appropriately enough the book is launched at the London International Boat Show this January – where *Toshiba Wave Warrior*, the Atlantic 75 which was funded by the sponsored RNLI crew members, will not only be one of the main features on the RNLI stand but will also be officially named.

The Knot Book
by Geoffrey Budworth
published by Elliot Right Way Books at £3.99
ISBN 0-7160-2084-X



A very straightforward title for a very straightforward, and very useful, little book.

In addition to the usual maritime knots this compact volume also looks at fisherman's knots and climber's knots together with other general-purpose knots usually only found in much more voluminous tomes.

The introductory chapters are also very useful – with a potted history of ropes and knots, pointing out the general techniques and also the often-forgotten reduction in strength in the line caused by different kinds of knot. Did you realise, for example, that the simple overhand knot reduces a line to 40% of its initial strength?

Marine SSB Operation: GMDSS Edition
by J. Michael Gale
published by Fernhurst Books
ISBN 1 898660 40 9

Marine VHF may have become almost universal for small boats working in coastal or Channel waters but there are definite virtues in SSB (Single Side Band) radio with its greater range for anyone making longer passages. Michael Gale runs his own radio school and is well qualified to write this guide to SSB working. The book assumes no previous knowledge of the subject and takes the reader through to obtaining the Licence.

Video Views

Producing a documentary about any event which took place 50 years ago is an ambitious task for a small-scale film company – and to try to recreate the events of a maritime disaster which destroyed the two vessels involved is doubly so.

It is, therefore, to producer Anthony Hontoir's great credit that his 22-minute video about the *Samtampa* disaster – in which the crew of the Mumbles lifeboat *Edward Prince of Wales* lost their lives – succeeds to such a great extent.

Producer Anthony Hontoir's company Downwood Film Productions is based in Porthcawl, the scene of the disaster, and local model-maker Jim Warren has worked wonders in recreating the vessels involved. The model sequences and special effects are very well done and, although it would be unfair to expect Spielberg-like perfection on such a limited budget, the results are better by far than on many a film shown on the small screen.

The era has been created with loving attention to detail and the cars and lorries and clothing all seem very much in period.

Filmed in 35mm black-and-white 'Dangerous Coast' is both a fitting tribute to those who lost their lives half-a-century ago and a very watchable and enjoyable film.

Dangerous Coast
Running time: 22 minutes
Available from:
Downwood Film Productions, 13 Marlpit Lane, Newton Nottage, Porthcawl, Mid Glamorgan CF36 5EG.
Telephone: (01656) 771775
Price: £9.95 – plus £1.95 post and packing for any number of cassettes.

(left) The one-twelfth scale model of Mumbles lifeboat and boathouse during the filming of 'Dangerous Coast'

Past and Present

60 years ago

From The Life-boat of 1938

Exmouth lifeboat, Catherine Harriet Eaton, and crew in 1938. Coxswain Thomas Moore Horn, centre, won the Thanks of the Institution inscribed on Vellum for his courage and determination in carrying out a very difficult and dangerous launch in a very heavy sea on 15 January 1938.

THE LIFE-BOAT FLEET
Motor Life-boats, 137 : Pulling & Sailing Life-boats, 30
LIVES RESCUED
from the foundation of the Institution in 1824
to March 31st, 1938 – – – 65,625

A difficult launch at Exmouth

At 5.30 in the morning of 15th January, 1938, the life-boat station at Exmouth, Devon, was informed that rockets had been seen off Lyme Regis, and it was decided to launch the motor lifeboat *Catherine Harriet Eaton*. A gale was blowing from the south-west against the spring ebb tide, making a very heavy sea in the bay. A big bank of sand had formed on the beach and this and the heavy seas made the work of launching extremely difficult. Thirty-two launchers took part, the honorary secretary and honorary treasurer of the station wading out to encourage them, and it was not until the fourth attempt that the launchers succeeded in getting the life-boat away.

It was then 6.45 in the morning. For six hours the life-boat searched in the gale, but could find no vessel in distress. She returned to her station at 1.45 in the afternoon.

It was a launch carried out with courage and great determination and the Institution has made the following awards:

To Coxswain Thomas M. Horn, the thanks of the Institution incribed on vellum and framed;

To the coxswain and each of the six members of the crew a reward of £1 in addition to the ordinary scale reward of £1 8*s*. 6*d*., making a reward of £2 8*s*. 6*d*. to each man;

To each of the thirty-two launchers a reward of 5*s*. in addition to the ordinary scale reward of 6*s*. 9*d*., making a reward of 11*s*. 9*d*. to each launcher. Standard rewards to crew and helpers, £20 15*s*. 6*d*.; additional rewards to crew and helpers, £15. Total rewards, £35 18*s*.;

To Captain C. P. Shrubb, the honorary secretary, and Mr J. G. Moore, the honorary treasurer, both of whom were ill as a result of their exertions and exposure, letters of appreciation.

Today's lifeboatmen

Today's Exmouth lifeboat crew is very much a family affair – six members of two families make up nearly a quarter of the entire crew.

Among the 25 strong crew is Coxswain Keith Graham with his two sons and the three Stott brothers, including identical twins!

Keith joined the crew in 1980 and has been coxswain for 14 years. His youngest son Matthew, now 23, joined on his 17th birthday – Matthew's elder brother, Michael who is 28 has been on the crew for 18 months.

Karl Stott, aged 29, started off a family trend by joining the crew last August shortly after the Trent class lifeboat was allocated to Exmouth. The 20 year old twins, Andrew and Roy Stott are the station's newest recruits, following in Karl's footsteps earlier this year. The Stott brothers, being trainee crew members, spend most of their time aboard the station's new D class lifeboat, but all of them have already been out on active service.

Three of a kind – the Grahams (left) and the Stotts.

Costs

The cost of running the RNLI in 1997 was around £70m.
The approximate current cost of building a lifeboat is:

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

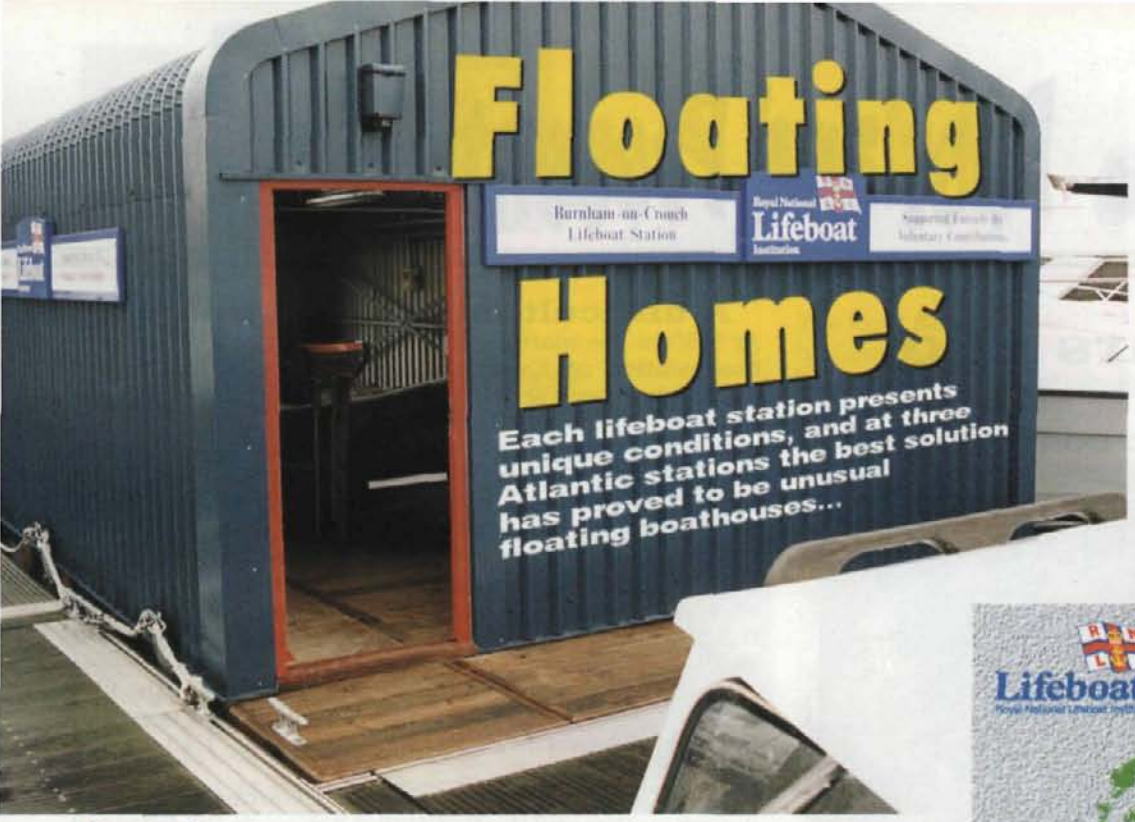
Facts and Figures

Provisional figures for 1997 (as at September 1997)
Launches: 3,047 Lives saved: 724
People landed: 441 People brought ashore: 1,978
Total people assisted: 3,143

Figures for 1996
Launches: 6,446 Lives saved: 1,300
People landed: 946 People brought ashore: 4,308
Total people assisted: 6,554

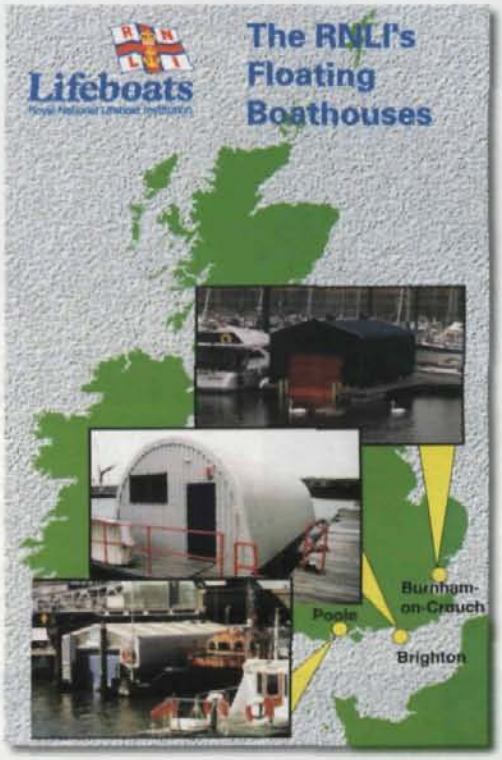
Since the RNLI was founded in 1824, its lifeboats haved saved over 130,000 lives.

Floating Homes



Each lifeboat station presents unique conditions, and at three Atlantic stations the best solution has proved to be unusual floating boathouses...

'One man can launch the Atlantic in less than a minute'



'Most of our work here is out-and-grab stuff,' said Atlantic Helmsman Richard Pearce as we looked at the floating boathouse at his station in Brighton Marina, 'and this boathouse is ideal – it lets one man launch the Atlantic in less than a minute...'

Since Richard won a Silver Medal for one of his 'out-and-grab' services to Brighton Pier he knows what he is talking about when he says that speed of response is literally a life-saver. Atlantics are fast boats, and rapid launching is one of the great advantages of the floating boathouses which the RNLI has provided for them at three stations – Burnham-on-Crouch on the east coast and Brighton and Poole on the south.

Since the conditions at virtually every lifeboat station are unique several different launching systems have to be used, and sometimes adapted, to fit the needs of the lifeboat and her crew.

Most Atlantics are launched from slipways, using trolleys and tractors, but where there is no suitable slip a special davit (a small crane) is used to lower them over quaysides or from piers.

Sometimes, however, a special set of circumstances crops up – as in Brighton in the mid-70s. The station had been re-established with a beach-launched D class, but when the huge new marina was mooted the chance to use a sheltered launch site and a bigger, faster Atlantic couldn't be lost.

There was no suitable slipway – but with plenty of marina berths available a little lateral thinking produced the answer – the Institution's first floating boathouse.

By 1979 it was in place, designed by the RNLI's civil engineers Posford Duvivier (although then known as Lewis and Duvivier) and after one major overhaul in the last few years (when it was also lengthened to take an Atlantic 75) it is still in service and extremely popular with the crews.

Built from the same Walcon pontoons as the remainder of the marina the boathouse has a very simple method of lifting the Atlantic clear of the water. A section of the internal decking pivots, so that when the bow is positioned on what is in effect a ramp it can be hauled in over rollers with an electric winch, the pivotted section returning to the horizontal as the weight of the boat moves forward. Launching consists of putting a shoulder under the bow, tipping the weight 'over-centre' and letting gravity take the Atlantic down the ramp until a restraining line tightens and holds her in position in the water.

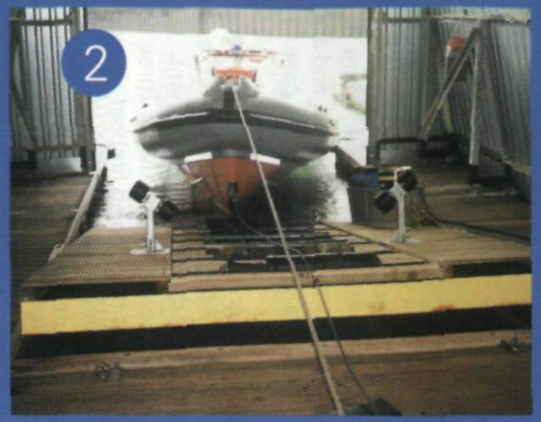
Some years later a similar situation arose at Poole, when the last remaining rigid inshore lifeboat was replaced by an Atlantic. Poole's all-weather lifeboat operates from a berth in the harbour and the rigid ILB had been kept afloat alongside. It was sensible to keep the new boat in the same situation – close to the crew room and facilities – but there was no room to keep the boat ashore and no slipway.

The second floating boathouse differed from the first because of the very different conditions at Poole. At Brighton the boathouse had simply been moored to an existing pontoon in a sheltered berth, but at Poole the boathouse had to have its own securing piles and would form an alongside berth for the Brede. Whereas the Brighton boathouse had been based on – and made fast to – the same pontoons as the parent marina Poole's had to be a very sturdy steel construction and, as it faced what can be a choppy south-east fetch up the harbour, the

Continued on page 20

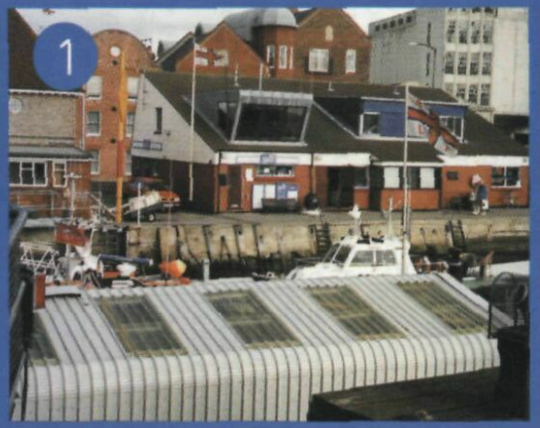
Brighton

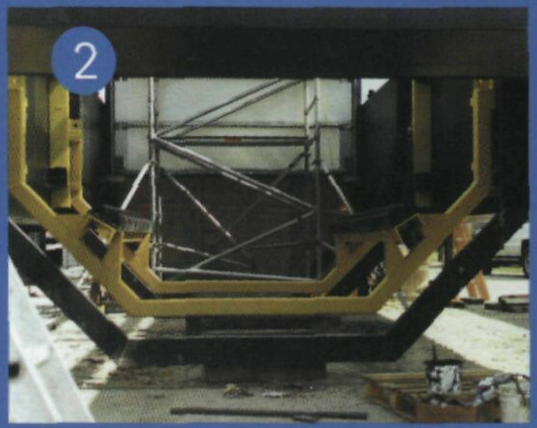
1. Brighton's shore facilities are close at hand, atop the pier. The basic portable buildings are soon to be replaced by a modern permanent structure.
2. A portion of the flooring is pivotted, forming a ramp in the tipped position. With the boat's bow against the ramp the lifeboat is hauled up until the weight of the bow tilts the section back into the horizontal position.
3. Launching starts with a quick push to move the centre of gravity aft..

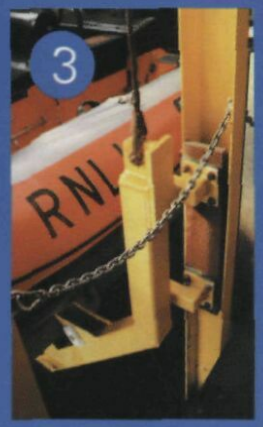


Poole

1. Poole's shore facilities are on the quayside, convenient to both the Atlantic boathouse and the Brede moored alongside it.
2. The yellow lifting cradle can clearly be seen during construction of the boathouse. It needs to be deep enough to allow the outboard motors to pass over it...
3. ...and is lifted at each of the four corners by cables...
4. ... driven by the hydraulic system on top of the gantry. Note the bow-first launching.







Burnham

1. Burnham's new crew room is reasonably close, on the shore side of the marina.
2. The lifeboat launches stern-first and the boathouse is remarkaly uncluttered. The entire hydraulic system is so small that it is obscured by the bow in this photo.
3.The A-frame in the lowered position – the rollers position the Atlantic automatically....
4. The hydraulic ram operates the two lifting cables via a balance lever.

lifeboat had to launch bows-first.

By late 1994 the structure was assembled in the RNLI's depot, close to its final destination, having been designed to fit the depot's then recently-acquired hoist.

The simple launching arrangements in use at Brighton also had to be modified, as with stern-first recovery the outboard engines needed to be able to pass the full length of the boathouse – over any cradle or support.

The system finally chosen was a U-shaped cradle, sliding bodily up and down guides in the main structure, which is shaped to support the Atlantic as she is lifted clear. An electrically powered hydraulic ram provides the power, transmitted through cables at each corner of the cradle.

Should the electrical supply fail, or for emergency launches, manually releasing the hydraulic pressure lowers the boat into the water – quickly!

A few more years passed before the next floating boathouse was needed, this time at Burnham-on-Crouch in Essex.

Burnham's D class operates from a site at the Royal Corinthian Yacht Club, with a very narrow, steep and awkward slipway and no room for further extension of the boathouse. When it was decided that the station should also have an Atlantic the newly-completed marina about a mile away seemed ideal.

Clean Sheet

Floating boathouse number three was a clean-sheet approach, although it obviously drew on the experience gained from its predessors. Poole-based Consulting Engineer John Pattisson, who specialises in marine projects, drew up the plans with the over-riding aim of making the launching and recovery system simple and reliable – particularly if there should be the kind of total services breakdown which can occur in wild conditions.

Talking about the thought processess involved John said 'I aimed to make it so that if the crew could still reach the boathouse they could launch the boat quickly and safely'.

The sheltered location and a suitably secure pontoon to moor alongside signalled a return to the marina-type pontoons, but Brighton's manual and purely mechanical system gave way to a hydraulic lift. The sheltered situation allowed stern-first exit from the boathouse, so there was no need for the outboards to pass over the cradle. Instead of a vertically-lifting 'four-poster' an A-frame is used, with the apex pivotted at the extreme inboard end of the structure and the wide end of the 'A' raised by electrically-driven hydraulics working through two cables.

The boat is not being lifted bodily, and the hydraulics can be kept simple. The ram is connected to a balancing bar, operating the two lifting cables equally, and fits neatly under the decking. The pump is compact and lives close by in its own stainless steel case.

Self-guiding

At Brighton and Poole the lifeboat is almost self-guiding into the hoisting position, but at Burnham the guiding rollers have been perfected to ensure that once the bow is inside the door pulling on the bow line ensures that the Atlantic moves into the exact position for lifting.

Like everything 'lifeboaty' there are back-ups and failsafes. Turning a valve releases the pressure for a manual launch, and a hand pump can raise her again in the event of a power failure. There is a separate power supply to the boathouse, and also a low-voltage emergency supply just in case that should fail.

The whole design appears deceptively simple – but it is the kind of elegant simplicity that results from hours of careful design and refinement.

In fact so successful is the 'Mark Three' version at Burnham that the Danish lifeboat service is very interested in a larger version to house its own 10 metre rigid inflatables.

Of course this is the real world, and there have to be snags with any type of installation, so where other options are available the advantages of floating boathouses have to be weighed against their drawbacks.

Cost

One is cost. Although the structure itself is not particularly expensive (Burnham's cost around £61,000) it cannot accommodate the facilities needed for crew, training or operational needs, so a separate building is also needed nearby. Burnham's £97,000 building was only slightly less expensive than the bigger buildings which also house the Atlantics.

Another factor is maintenance. A floating structure will always need more upkeep than a shore-based one, and the boathouses have to come ashore every three years or so for de-weeding and routine maintenance.

Although they are relatively dry and airy floating boathouses will always have a saltier, damper atmosphere than a building ashore, and this has implications for the maintenance of engines and electronics. Another aspect is routine or repair work on the outboards – which are poised over deep water which is just waiting to swallow a dropped split pin or tool. This has been minimised in all three stations by providing grids across the berth in the relevant areas, but the basic problem remains.

While the RNLI does not have any plans for further floating boathouses at the moment they have proved very successful and if the need arises again they will be one of the solutions considered to meet specific needs.

One advantage of the floating boathouse is its portability – Burnham's, seen here, was berthed by the station's lifeboat, and Brighton's has been moved to a new berth in the marina by towing alongside the Atlantic.

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Llandudno, with its hillclimbing trams and snowless ski slope, is something of a wonderland. So it may come as no surprise that the lifeboat station is in a rather unusual place and needs a tractor and Land Rover to tow the lifeboats half a mile to the water...

InLland Rover

'I'm late, I'm late, for a very important date', so said the White Rabbit as it sped through a doorway in Lewis Carroll's timeless classic, Alice in Wonderland.

The lines are familiar enough, but what may not be so well known is that Alice Liddell, the young girl for whom Lewis Carroll wrote his stories, was a frequent visitor to Llandudno during the 1860s staying with her family at their holiday home on the West shore. There is speculation that Lewis Carroll himself visited Llandudno and stayed with the Liddell family at this time. As the first Llandudno lifeboat was placed on station in 1861, it is quite possible that Alice and her mentor may have seen it being taken to the shore and launched.

When a lifeboat launches speed is of the essence and being late on a shout could have fatal consequences. To that end most lifeboats are either moored afloat, launched from a slipway or live in a boathouse which is situated just a stone's throw from the water. However, the nearest you get to water at the Llandudno lifeboat station is when the crew comes back from a call-out and someone puts on the kettle for a cup of tea – the station is unusual in that it is located in the centre of town, almost half a mile from the sea.

Nestling in the lee of the Great Orme isthmus, Llandudno has two shorelines. A mile and a quarter apart, the North Shore, with its splendid Victorian esplanade, is perhaps the better known, but the picturesque West Shore is equally popular with holidaymakers. The need to service the two shorelines is the reason for the unusual siting of the lifeboat station.

Horsepower

In the earliest days, the lifeboats were towed from the lifeboat house to the relevant shore by horse or even man-power. Nowadays, however, the two modern lifeboats on station each have their own dedicated towing vehicle. The all-weather Mersey class lifeboat *Andy Pearce*, is towed and launched by a Tallus Caterpillar tractor, and they go together to make up a more than diverting spectacle as they make their way through the busy streets of Llandudno to a launch.

The station's D class inshore lifeboat *John Saunderson is towed by a Land Rover 110 Tdi* Defender station wagon which is standard in trim, but fitted with towballs at both front and rear for manoeuvring the lifeboat at launch and recovery. The vehicle is also fitted with a

Crosstown traffic – Llandudno lifeboat station can be seen in the centre of the ariel photograph (right) blending in with the town houses. Photo: Hunting Aerofilms – RNLI

winch, for use on beach recoveries if necessary, and a rear-mounted spotlight which can be used to illuminate the towing area when operating at night.

The Land Rover allows a large degree of operational flexibility as the lifeboat can be deployed quickly by road to an emergency situated away from the immediate beaches at Llandudno – a case in point being the Towyn floods. Similarly, the lifeboat can be quickly taken to the nearby resorts of Rhos-on-sea and Colwyn Bay, both of which are in the operating area of Llandudno station.

During the summer, Llandudno's lifeboats are displayed on the North Shore promenade, where they prove to be a popular attraction. Every two weeks, they launch on exercise to check systems and keep the crews up-to-date with working practices.

The RNLI's green book of regulations doesn't include a chapter on crashing the lifeboat before you get the chance to launch it, but there is a story about a local police constable who some years ago who, had the dubious distinction of having to deal with a road traffic accident in which the participating vehicles were a Llandudno tram and a lifeboat being taken out to a launch.

The tram was from the system that used to connect Llandudno and Colwyn Bay – it is long gone now, but Llandudno still boasts the Great Orme tramway, Britain's only rope-hauled incline tramway system, as well as a chair lift, dry ski slope and one of the UK's best preserved sea front facades. You can see why it's such a popular resort.

Above: The Land Rover 110 Tdi becomes a high-speed response vehicle, towing Llandudno's D class lifeboat to the water's edge.

Left: Llandudno's 12m Mersey class lifeboat needs the powerful Tallus Caterpillar tractor for launch and recovery.

High street high seas

'Popular' is, of course, the preferred holiday brochure codeword for 'crowded', and the lifeboatmen who crew the current boats are predictably modest when recounting incidents at sea – they claim that the road journey between the lifeboat station and the launch is far more hazardous. Even so, once they put to sea there's no room for messing about.

The draw of Llandudno inevitably includes its fine beaches, and in consequence there are sea-related accidents and tragedies every year. Just a few days before these photographs were taken, the inshore lifeboat launched off the West Shore to assist a speedboat with a failed engine. Another typical call-out had been to rescue a holidaymaker who had fallen off the pier.

But perhaps one of the most bizarre incidents was related by the station's honorary secretary, Lt. Commander John McDonald. Apparently the all-weather lifeboat had been launched in the early hours of the morning, following the activation of an automatic distress beacon on a nearby vessel. After a search, the signal was traced to a coaster moored at a local quarry jetty. Upon investigation, it turned out that the intoxicated crew had been partying and were, as John delicately put it, entertaining a number of ladies of the night. In their merriment the alarm had been unknowingly activated by the crew, who were now suitably embarrassed.

Nonetheless, Llandudno will continue to attract folk to its fine town and to visit the beaches and the sea front. The vast majority will leave again having no need to call either of the lifeboats. For those few who are unfortunate as to need them, the volunteer crews are ready to turn out, whatever the occasion, whatever the weather.

First published in Land Rover World magazine.
Text and pictures (except where shown): Bob Francis.

Cutaway drawing sponsored by

EVINRUDE OUTBOARDS

1. Hypalon coated nylon inflatable sponsons. All new boats are now orange.
2. Conical diaphram between sections allows some transfer of pressure if forward section is damaged and leaking.
3. Marine ply deck over moulded glassfibre rigid hull. Fuel tanks under deck further aft.
4. Moulded glassfibre centre console forms seats for crew members with stowage under hinged lids.
5. Inflatable righting bag activated by crew in the event of a capsize. Two compressed air cylinders are stowed on the deck below.
6. Tubular aluminium 'roll bar' supports righting equipment, aerials and navigation lights.

Outboard engines:
Two Evinrude outboards, each producing 70hp. *Modified at the RNLI's Inshore* Lifeboat Centre at Cowes to prevent water entering in the event of a capsize – allowing them to be re-started

The Atlantic 75

7.3m Beam: 2.64m Weight: 1,450kg Speed: 32 knots

7 Satellite navigator read-out in view of crew members.

8 Helmsman's console with controls, compass and engine instrumentation.

9 Crew wear dry suits, automatically inflating lifejackets and helmets.

10 Radar reflector – makes the lifeboat more visible on other radar displays.

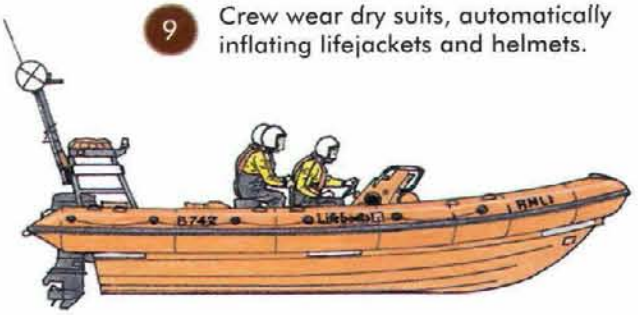
11 Aerial for GPS satelite navigation receiver.

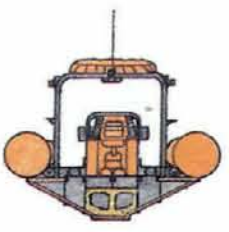
12 Aerial for VHF radio transmitter/receiver.

13 Alloy mast supports steaming light, stern light and blue emergency light.

14 First aid kit

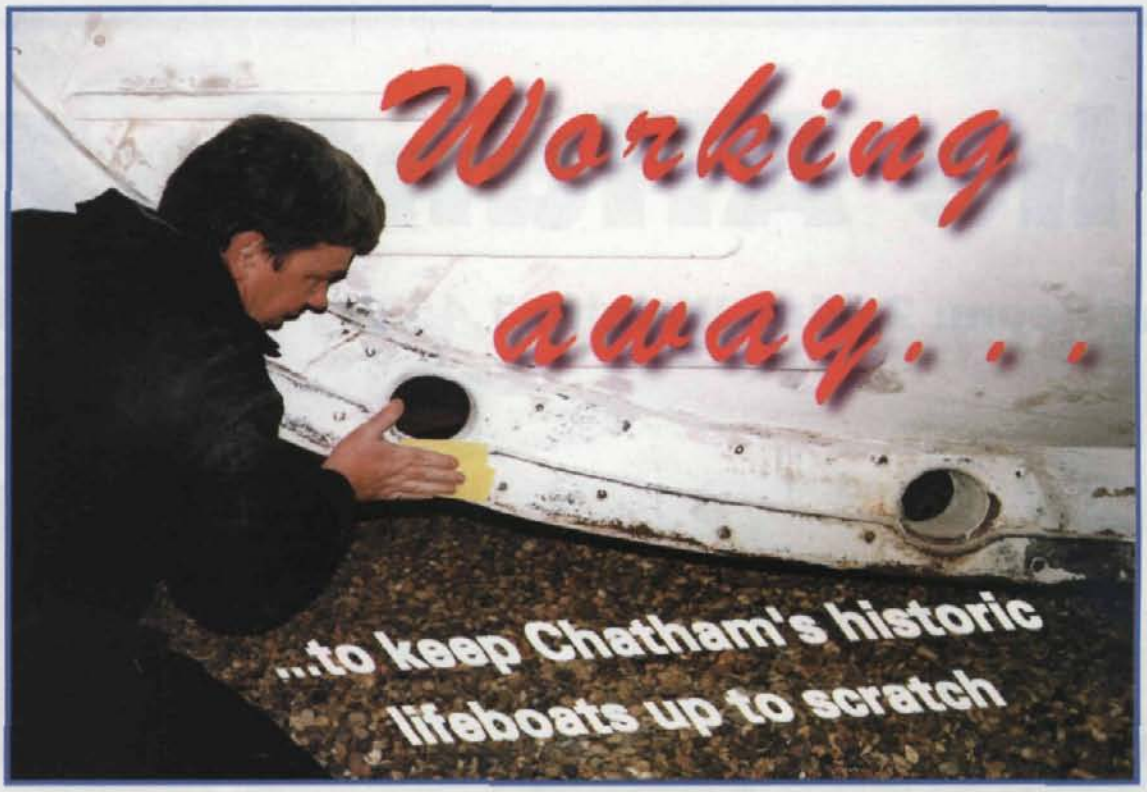
15 Stemhead fitting specially made, like all other hull attachments, at the Inshore Lifeboat Centre.





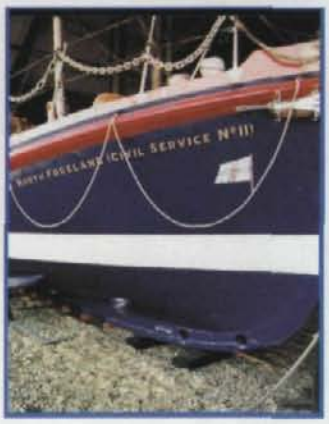
Mike Floyd spends a day at **'Lifeboat!'** – the Royal National Lifeboat Collection at Chatham's Historic Dockyard

Working away...

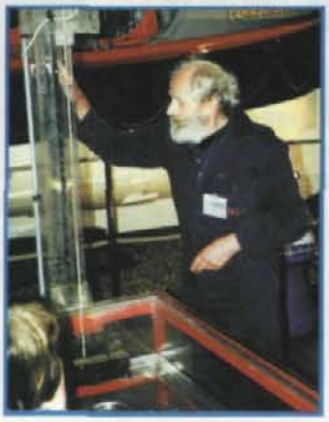


Bruce Dawes puts some elbow grease into rubbing down the bottom of *Susan Ashley* – father Peter is underneath a few feet aft, covered from head to foot in white dust!

'Oh, we'll be there from about eight, see you when you arrive' said the cheerful voice on the other end of the phone. As I put the handset down I reflected on the distance some of those 'we's would have to travel to be at Chatham by 8am, and began to realise the significance of the word 'enthusiast' in the title of the Lifeboat Enthusiasts Society.



(above left) Some of the orange paint flaked off – but Phil Weeks discovers that a lot of it is still well stuck. **(above right)** Attention to detail – *North Foreland* had a blue bottom while at Margate, so she has one now. **(below left)** 'It's broke Mister! Can you fix it?' Roy White carries out some running maintenance on the 'towing tank'. **(below right)** A little in-joke – the contact board for the replica lifeboat station carries the names of the volunteers!



Here was a group of a dozen or so people, from all walks of life and with ages spanning three generations, who would drive from places as far away as Reading and Essex in the early hours of a chilly October morning to help maintain the historic lifeboats now on display in Chatham Historic Dockyard. Not once, not every now and again, but every other Saturday – and many of the days in between.

When the collection first went to the old Number 4 covered slip at the historic dockyard the present display was just a dream, but even resting on the newly-laid pea-shingle the boats clearly needed cleaning, maintenance – and some cosmetic work.

Almost exactly three years before our visit the RNLI's Deputy Director Ray Kipling, who had been heavily involved in getting the boats safely to Chatham (most of them from the by-then closed museum at Bristol), had met with members of the Lifeboat Enthusiasts Society at the dockyard to see whether anyone would volunteer to help with the day-to-day work of looking after the boats.

One of the hands raised at that meeting belonged to Steve Renyard, the enthusiastic voice on the phone who'd been my initial contact, and soon he had gathered together a band of keen workers from a wide area around Chatham. Not everyone is a member of the LBES, but all of them can lay claim to the term 'enthusiast'.

Three years down the road Steve could sit in a warm portacabin looking out over an impressive display and share a tea and banter with most of those same people – give or take some later arrivals and a few losses as people moved too far

(left) Steve Renyard, nearest camera, and Chris Risley undertake one of the more pleasant tasks – running up the engines on Waveney 44-001 by taking her out on the Medway.

(below left) Time for a break – summoned by the foghorn the Portacabin soon fills up...

(below) There's still brass to polish, and vents this size need industrial-size tins of Brasso. This time Dave Cox and Chris Risley work up some warmth...

As this issue of ***The Lifeboat*** went to press we learnt that the Royal National Lifeboat Collection Volunteer Group had been awarded one of the RNLI's 1997 Public Relations Awards. The award is due to be presented at the London International Boat Show in January 1998

'Tea-up!' Andy Gibson uses an appropriate device to announce a tea break – no one can say they didn't hear *this* foghorn!

away to travel regularly.

Now they could look back on the early days and laugh – their equipment had been 'a couple of tins of Brasso and a bucket' and lunch had been eaten sitting on old railway sleepers. The arrival of a storage hut and some deckchairs had been a real red letter day!

Their new Portacabin is certainly not luxurious, but as the late Autumn breeze finds its way around the vast covered slipway its warmth, shelter and constantly boiling kettle make life much more bearable. But the financial ethos of those very basic early days remains – the Portacabin clock was 10p at a car boot sale and any useable timber discarded within dragging radius soon finds its way behind the storage hut for future use!

Something which isn't in short supply is keenness, with a sense of humour very close behind. You know what to expect when you see the notice board – covered in photographs with probably libelous captions and 'thinks bubbles' – and the 'Oakley Hotel – vacancies' sign swinging outside the Portacabin door. Another clue is the manufacturer's plate on the approach steps – 'Pinchit and Bodger (Contractors) Est. 1994'.

The banter and humour is a necessity if you're to spend your days off underneath a lifeboat covered in old shellfish or polishing brass at a furious pace just to keep warm, but under it all is a serious and very committed side.

As well as the routine cleaning (a roof full of pigeons doesn't help) the group has managed some quite major work, including stripping the modern orange paint from the coachroof of *Grace Darling* and working down through earlier greys to the bare wood. Anyone who has ever tried to strip paint thoroughly enough to re-varnish will appreciate the amount of work involved, but with her coachroof now gleaming mahogany and her end boxes white (as she was through most of her service life) the effort was well worthwhile.

Over the years many of the boats have been modified and worn different liveries, but the eventual aim is to show them all as they would have been through most of their service lives. One interesting spin-off from this philosophy is the unusual colour scheme on the ex-Margate lifeboat *North Foreland*. Conversations with her erstwhile mechanic had unearthed an interesting fact – because her white underwater areas had become stained when she had dried out in the harbour they had painted her bottom blue, leaving just a white 'boot-top' stripe. And, after a little grafting, that is exactly how *North Foreland* looks today...

Outside the cavernous building which houses the land-based collection is another of the volunteer group's responsibilities – the still sea-going Waveney 44-001. Built in America in 1964 the always-unnamed lifeboat was the prototype for the UK-built versions, and holds a special place in the RNLI as the very first of its early generation of fast lifeboats. Moored in the Medway nearby 44-001 is kept in useable condition and has already shown the flag at nearby maritime events, with more planned for 1998. And if a quick trip down the river to warm the engines through is one of the more pleasant aspects of maintaining this magnificent collection then who can begrudge the hard-working volunteers a single minute of it.

For as you drive away, your ears still ringing with the laughter and banter and your memories of the enthusiasm and well-kept boats fresh in the mind, you're very glad that no-one in the RNLI seems ever to have heard of the maxim 'never, ever volunteer'!

People and Places

Gary makes a meal of it!

Formidable – dinner at Alderney's sailing club produced by TV superchef Gary Rhodes and Alderney lifeboat crew for their French coastguard friends from CROSSMA (above) is a culinary success

When TV superchef Gary Rhodes was in search of an original culinary challenge for his latest television series, Alderney lifeboat crew cooked up a great idea. Having often enjoyed the hospitality of CROSSMA – the French coastguards from Jobourg, just across from Alderney – the RNLI lads wanted to return the compliment and if possible 'really show the French how to cook.' Gary, the Nigel Kennedy of haute cuisine, liked the challenge and the exercise began.

Gary climbed aboard Alderney lifeboat to select his kitchen crew – Coxswain Steve Shaw, Declan Gaudion, Craig Osborne, Brian Talbot and Brian Markell. Unfortunately, the familiarisation trip on the lifeboat when straight to the chef's delicate stomach – but once back on terra firma, he was his usual flamboyant self again.

Six days of filming became a 30 minute program, first of a series of six Gary Rhodes shows, screened by BBC2 on 5 November. The programme was a recipe for success based on carefully selected ingredients – for starters, an introduction to Alderney and its lifestyle, a well-seasoned RNLI crew who described their work, several well-stirred boat trips and joint helicopter and lifeboat exercises.

A rather ambitious menu was created for the CROSSMA lads: Mussels glazed with cider and leeks, followed by roast chicken and bacon (flavoured with tarragon, garlic and lemon) and the piece de resistance – chocolate banana bread pudding with chocolate sorbet.

The cookery took place at various locations around the island with Steve and Brian Talbot assigned to the glamorous job of scrubbing the mussels and chopping the leeks and onions before learning how to cook the special platter. The main course was prepared by Craig, Brian Markell and Declan, under the watchful eye of Gary who later produced the dessert.

On the big day the guests from CROSSMA – Claude Le Roux and his crew – had the surprise of their lives as the courses were presented and devoured. 'The mussels taste just like a Normandy recipe', commented Claude who was promptly corrected by Gary, 'No, recipe Anglais!'. The chicken and pudding were out of this world and the expressions on the guests faces said it all. 'Superbe', 'Delicieux', 'Formidable' they exclaimed between mouthfuls.

Gary and the Alderney crew had come up trumps with a menu that really showed the French how to cook – as far as the CROSSMA lads are concerned, their canteen chef now has a hard act to follow, starting with his hairstyle!

Right: Gary reveals the plans about his programme to members of Alderney's lifeboat crew.

Bronze ceremony

Great Yarmouth Coxswain, David Mason, recently presented the Royal Life Saving Society Bronze Medallion to 20 youngsters at Sprowston High School in Norwich.

David, a recent RNLI Bronze Medallist, attended a special ceremony with some of the crew where he spoke to the children about the medal winning service and the work of the RNLI. Concluding the evening, he congratulated the youngsters and presented the school with a certificate for its outstanding contribution to swimming over the year.

People and Places

On Station

The following lifeboats have taken up duty:
ALL WEATHER
Relief – *Dora Foster McDougall* 12 October 1997
INSHORE
St Davids – D406 *Phyl Clare* on 19 July
Appledore – B705 *Vera Skilton* on 13 August
Barmouth – *D524* on 13 August
Kyle of Lochalsh – B740 *Alexander Cattanch* on 28 August
Galway Bay – B738 *Dóchas* on 3 September
Tighnabruaich – B549 *Blenwatch* on 25 September
Lyme Regis – B741 on 29 September
Fowey – D526 on 30 September
Southend – D527 *Ethel Violet Pearman Royal* on 27 October
North Sunderland – *D529* on 4 November 1997

Going out with a shout

When Scarborough lifeboat received a shout on 7 October to a fishing boat with propeller trouble, the crew blamed the station honorary secretary, George Exley, saying that he had set it up to go out in a blaze of glory.

George was in the boathouse when the pagers went off just eight hours before he was due to retire as secretary after 20 years. The lifeboat was away for just over an hour and towed the fishing boat back to harbour.

George, who received the MBE in the Queen's New Years Honours list for services to Scarborough lifeboat, saw the boat out and back as he has done for practically every launch since 1977 – now he has hung up his pager and mobile phone, but is still trying to convince the crew he did not set it all up!

Obituaries

With deep regret we report the following deaths:
August
John 'Jinks' Smith, former Portpatrick lifeboat crew member died aged 70. John was the last surviving member of the crew *that went to the aid of the stricken Princess Victoria* in 1953.
September
Mrs W Waring JP, Castleford ladies lifeboat guild secretary from 1962 until her death. Mrs Waring was awarded the silver badge in 1997 and the gold badge in 1987.
October
Mrs Barbara Benton, Alderney lifeboat station honorary press officer from 1984 until her death.

Holiday draw

For the first time ever, the top prize of the RNLI's lottery draw was a two week Mediterranean holiday. The prize, donated by Sunworld Sailing, also included £1,000 spending money.

RNLI Director, Brian Miles drew the winning tickets from the giant lottery drum at the Institution's Depot Quay in Poole on 31 October. The 79th lottery raised over £150,000 and the winners were:–

Holiday + £1,000 Mrs L Bartley, Northampton
£1,000 Mr H C Bonner, Oxon
£500 Mr K Hibbert, Nottingham
£250 *Miss E J Dracott, East Sussex*
£100 Mr A Charnock, Merseyside; Mr M Sly, Hants; Miss A Auld, Glasgow; Mrs I Wright, Essex; Mrs M Mason, Berks

Race to the rescue

Born to be wild – Skegness lifeboat crew (left to right) Ginger Sewell, Mark Holley, Dave Sellers, Ray Chapman, John Irving and Richard Watson. In front is Morris Hatton, lifeboat shop manager and ex crew member of over 40 years, on what is described as his 'putt-putt'!

All lifeboat crews pride themselves in their response times – the time from when the *pagers go off to when the lifeboat hits the* water – but the lads at Skegness like to do things in style.

Skegness is a popular holiday resort and becomes incredibly busy during the Summer, unfortunately this means the roads get jam-packed and getting anywhere quickly by car is almost impossible. So during this busy season the lifeboat crew use what they call their 'fast *reponse bikes' allowing them to keep their* reponse time as low as three minutes on the inshore lifeboat and 12 on the all-weather boat.

High Seas

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

Ilfracombe – South Division

Ilfracombe, on the north Devon coast, is seen from the west in this view, taken towards high water. The Inner Harbour dries completely at low water, as does the outer at Spring tides.

The station's Mersey and D class are both housed in the new (1996) boat-house on The Cove, and this year a new slipway was built in front of it to avoid the awkward dog-leg to the slip shown in this photo.

A souvenir outlet faces the road at the rear of the boat house .

Main photo (left) Ref 657241
Detailed photo (below) Ref 657246

Youghal – Ireland Division

Looking east across the Blackwater estuary at Youghal (pronounced 'yawl') in Co Cork on the south coast of Ireland. The open sea is off to the right of the photo and Ferry Point is visible across the water.

The station's Atlantic launches from the traditonal 1870s boathouse, which has a modern extension to accommodate the launching tractor which quite recently replaced a recovery winch. The imposing structure on the foreshore alongside is the District Council Offices and the main N25 runs close along behind the boathouse.

Main photo (left) Ref 671041
Detailed photo (above) Ref 671034

St Catherine's new boathouse in St Catherine's Bay on Jersey in the Channel Islands was opened in the early 1990s and replaced an earlier building near St Catherine's breakwater a little to the north east and just out of the photograph.

The station faces south-east across a sandy beach – seen here at about half-tide from the south. The tidal range in the Channel Islands is very big, and at low water the Atlantic has a long journey to deep water.

The circular patch of water behind the boathouse is a small reservoir and a Martello Tower can be seen on the sea wall a little to the north-east.

Main photo (left) Ref 665543
Detailed photo (below) Ref 665546

St Catherine – South Division

St Mary's on the Isles of Scilly still uses its old Victorian slipway boathouse... but only to launch the boarding boat! In this view, looking approximately north east, the station's Arun can be seen lying afloat in St Mary's Pool, mid-way between the pier end and the low-lying Newford Island, with the boathouse nearby on a headland known as Carn Thomas.

The main town on the island, Hugh Town, sits on a narrow isthmus with St Mary's Pool to the west and Porthcressa Bay to the south-east.

Main photo (left) Ref 664830
Detailed photo (below) Ref 664838

St Mary's – South Division

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3. State clearly the size of print required and enclose payment as shown – this **includes** VAT, post and packing and the RNLI donation.
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When my engine failed in a force 9 gale, it didn't matter that I'd been sailing all my life...

... it did matter that the lifeboat was there

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

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

For £40 per year, **Offshore** will help make sure the lifeboats are there if you – or anyone else – need them. You will also be offered discounts from marine suppliers.

Governors and Life Governors are automatically entitled to receive all* Offshore *benefits. To find out more about* Offshore *or to upgrade from Shoreline please call membership services on 0800 543210 quoting reference LJ8. Please note Shoreline members can join* Offshore *immediately. Your membership fee will not rise until your membership renewal date. We will be delighted to advise you.

RNLI Lifeboats Offshore

Because life's not all plain sailing

Registered Charity No. 209603

Monopoly Live

Most of us have played the classic board game Monopoly, but what about Monopoly Live where players actually visit the London sites from the board either by foot or public transport?

This is just what happened on Sunday 6 July in Trafalgar Square – the first major public event to be organised by the RNLI London Events office and resulting in over £8,300 sponsorship money being collected for the Institution!

The setting up started at 7am, early for a Sunday morning and still fairly peaceful apart from pigeons and the odd late night reveller! By 9.30am Storm Force members with their parents, brothers and sisters, branch and guild members and others were eager and ready to start their dash around London.

Some participants visited as many as 26 of the locations and within two hours the leaders returned, looking hot and foot weary but very enthusiastic – they then received their special certificates and a goody bag.

The lions of Trafalgar stand guard as volunteers and supporters man the displays and collect cash (above) while Stanley Potter aka Stormy Stan (left) looks after the children.

Storm Force hero, Stormy Stan, decided to pay a visit and was a great success with all the tourists while the souvenir stand did a flourishing trade and the display lifeboat drew the crowds. The event was also fortunate to be supported by Charing Cross Police station who were pleased to show some of the children the cells and the various vehicles used.

The sponsorship cash raised by all who took part is still flooding in to the London events office together with lots of nice letter and ideas for future events. Thanks to all who took part and to all those who made Monopoly live such a fun and successful day.

Garden roadshow

Mr and Mrs Scully (fourth and fifth from right, front row) present cheques to the charities concerned.

On August Bank Holiday Monday the RNLI joined forces with 11 other charities in the village of Mawnan Smith to organise a garden fete at the home of Hugh Scully, presenter of BBC's Antiques Roadshow, and his wife.

Antiques were valued by famous experts from all over the country including John Bly, Michael Newman, Graham Bazley and Christopher Spencer.

Two thousand people enjoyed the afternoon and the RNLI ran a souvenir stall which took £1,179 and the raffle which raised £1,458. Falmouth branch and ladies guild committee worked very hard during the afternoon and raised £4,530 – half the net proceeds of the event.

Newquay jailbirds

Seven members of the Newquay, Cornwall ladies lifeboat guild, who between them have given 183 years of service to the Institution, were overall winners in the Newquay Carnival in July.

The ladies, two of whom have been awarded the RNLI's Gold badge, won a total of £120 for the guild with their float, the prison ship 'Bide-a-while'.

...In Brief...In Brief...In Brief...In Brief...In Brief...

Emsworth branch recently held its popular annual sale and raised £3,217 for the RNLI. It was a marvellous day with a fantastic range of stalls and hundreds of people thronged to Emsworth Quay for all the bargains.

The station honorary secretary of **Southwold** lifeboat station found a little note inside the station's collecting box saying, 'Friday 29 August, Anna, James, Alistair, Jack, Lizzie and Netty raised £2.34 for the lifeboats by performing a show for their family at the campsite'. The station were so touched by this that they felt other people ought to see what they consider to be fundraising at its best – truly from the heart.

Carol Maxim, the landlady of the Junction Inn, Southampton, undertook a sponsored loop-the-loop in an aerobatic aircraft. Joining Carol (who is a grandmother!) were two pub customers, Bob Forsyth and Pat Hillman. Between them and other related events they raised over £700 for the Institution.

As a result of house to house to house collections, a flag day and a Sea Sunday service of song, the **Midsomer Norton and Radstock** branch raised over £1,260. On May Bank holiday week-end for two days members and supporters stood outside the local supermarket between opening and closing times and collected £1,380 and on Midsummer's Day the branch held a very successful barbecue and jazz evening which raised over £1,000.

For the past year Michael Stubbs of the **Burton St Modwen** branch has been visiting Belvedere junior school in Burton-on-Trent and talking to the children about the RNLI. As a result, Michael aroused the interest of many of the children, with some of them joining Storm Force. In July the children invited him to an assembly where he was pleasantly surprised to receive a cheque for the RNLI.

Ronnie charms the crowds

Celebrity Ronnie Corbett was the guest of honour at North Sunderland's lifeboat fete, held on 25 August.

It proved to be a record fundraising day for the hard working local ladies lifeboat guild who were supported by the branch committee and lifeboat crew – in all, a magnificent total of £13,000 was raised for Institution funds.

Ronnie was on holiday nearby at the time but kindly took time out to attend the event. He was joined by his wife and his grandson, Thomas, to open the fete and mingle with the crowd.

Pancake race

Friends and work colleagues from several Penarth supermarkets and highstreet stores got together on Shrove Tuesday to take part in a sponsored pancake race in aid of the RNLI.

The picture shows the Lord Mayor of Cardiff testing the pancake quality from winning team members of David Morgan and the Energy Centre.

Teddy bear picnic

Doreen Beste, Braunton and Croyde branch souvenir secretary, decided to raise funds for the Institution by holding a teddy bear picnic at her home.

Doreen and guests certainly got a surprise when her family from Tamworth turned up unannounced dressed as bears – luckily they didn't scare anyone from the tombola and raffle which helped to raise £141.

Famous four

In August four teenage friends completed a sponsored walk in aid of the RNLI. Glyn Holt and his brother Aidan, along with Andrew Cutts and his brother Michael, *walked 100 miles of Pembrokeshire coastal path to* raise funds for their local Barnsley branch. Initially they had set a target to raise £200 – imagine their surprise when they ended up topping £900!

The lads hiked through every conceivable weather condition, ranging from blazing sunshine to thunder, lightening and 70mph winds! During the walk the they were totally self-sufficient, carrying food, cooking utensils and all camping equipment in their backpacks.

£ The Fundraisers £

By land and sea

John Dewar and Loren Sutherland from the small island of Burray (one of the Orkney Islands) decided to raise funds for the RNLI and between them topped £1,000 in sponsorship money.

John swam from the neighbouring island of South Ronaldsay to Burray – a distance of some three-quarters of a mile – in 18 minutes and raised £620. Loren ran in the Hoy quarter marathon and raised £401. The young fundraisers are pictured at Burray pier with the Longhope lifeboat crew on the day John completed his swim.

Harbour day

Tynemouth MP, Alan Campbell, paid tribute to the dedication and bravery of lifeboat crews in his opening speech at Cullercoats harbour day.

This traditional event, held in July, proved to be a great success and raised in excess of £5,000 for RNLI funds.

Top class

Every year, pupils at Cliff House, Sexey's School in Bruton, Somerset arrange a sponsored walk and nominate four charities. This year the RNLI was chosen and the school presented Basil Mosenthal of the Bruton and District branch with a cheque for £177.

Future fundraising plans for the school include the sale of doughnuts at break-time with proceeds also going to the Institution.

Stone of moon

Peter Mirfin, energetic landlord of the Wheatsheaf Inn, Fromes Hill, has introduced an unusual monthly fundraising race. Competitors, in teams of four, have to carry the self-styled 'Stone of Moon' against the clock between his pub and another – a round trip of nearly two and a half miles.

Equipment involving wheels or pulleys cannot be used, and the stone must not be grounded during a run. The weight of the stone is described as being 'enough' and the two landlords' decisions are final – although bribes in aid of the RNLI are gratefully received!

Corporate fundraising by Nigel French

Toshiba – (BT Global Challenge) – The fundraising efforts of the RNLI crew leggers on *Wave Warrior*, together with the matching funds from Toshiba and the sponsorship monies from the many supporters has meant that we have raised more than enough to fund an Atlantic 75 inshore lifeboat. Toshiba have very kindly agreed that their contribution can be used to sponsor an RNLI MTU (mobile training unit). A number of these units are currently in service and travel throughout the UK and Republic of Ireland to take training to the lifeboat stations. Each unit is fitted out for particular types of training such as radio communications, chartwork and radio navigation aids, radar operation, and chartwork and first aid.

Taking training to the lifeboat stations – the Toshiba sponsored mobile training unit.

The RNLI Credit Card - New terms and conditions now apply to all cardholders. You should receive a letter from the Royal Bank of Scotland setting out these improved terms and conditions.

The Harbour Account - If you are a saver there is more good news - interest rates have increased again. Please see the advertisement in this issue. The 30 day postal savings account has been well received by our supporters. But we need more of you to join to reach the target of 2,000 accounts. On reaching this figure, the Royal Bank of Scotland will pay £50,000 to the RNLI. Ongoing commission will be paid at a rate of .25% on balances as at the 30 June annually.

Single Service Sugar Promotion - A correction to the published price of the RNLI bus, it is £2.99 not £2.75 as previously stated. The promotional sugar packets should now be in general circulation in cafés and restaurants around the country. We receive 50p for every bus purchased.

The RNLI Travel Club - It is about this time of year that one starts to think about holidays. Please do not forget that discounts on holiday and ferry bookings are available to you through the Travel Club. The telephone number is Freephone (0800) 626 928.

Mayday Bear - Colour Box Miniatures are well known for collectable pottery bears. They have produced a super little bear character called 'Mayday'. He wears full lifeboatman's outfit and has become a mascot for the Berwick-upon-Tweed lifeboat. He will be available in most good china shops and department stores from February. A royalty is received on every one sold.

A grand result

Keith Graham, Exmouth lifeboat coxswain, was at The Anchor public house in Oldbury on Severn on 3 July to receive a cheque for £1,000 which had been raised by pub regulars.

Keith accepted the cheque at a supper which more than overflowed the pub and filled a large marquee *in the grounds!*

Most of the money came from the pub's weekly Bonus Ball game – £1 a number to enter, £40 for the winner and £9 to the RNLI – and some from the proceeds of the supper. But when the calculations had been done the final figure was found to be in the nine-hundreds – so the call went out to round it up to the magic four figures. Digging into their pockets the diners soon finished the job!

Keith (left) is pictured receiving the final cheque from organiser Mike Dowdeswell.

...In Brief...In Brief...In Brief...In Brief...In Brief...

Lord Mayor of London, Alderman Roger Cork, made two presentations at the **City** branch AGM in May. The first was to Chairman Richard Charvet for his leadership of the City committee for 10 years. In that period he spearheaded the campaign which raised over £1.4m to fund the new Severn class lifeboat for Dover. Also honoured was Sheriff Keith Knowles who had been instrumental in putting together teams of collectors on flags days, raising over £50,000 in 10 years.

Kensington branch ladies held a coffee morning on 30 September at the home of Beti Gilbert, the branch honorary treasurer. The event included lunch and a bring and buy sale which raised £700 and RNLI gifts and souvenirs were sold to the value of just over £500. The Mayoress of the Royal Borough, wife of the branch president, also visited the event.

The Cromer lifeboat will be able to have the mobile radio that it needs thanks to the £2,000 sent recently by the **Hitchin and District** branch to the regional office. Since the foundation of the branch in 1982 it has raised well over £100,000 for the RNLI!

Members of **Church Stretton** branch recently completed their flag week and flag days around the three small towns in the local area. The collection totalled £2,550 – an increase of £242 over last year. The branch also found an amazing co-incidence – a member last year collected £56.27, this year covering the same area he again collected exactly £56.27!

Preston Grange community centre recently celebrated its 25th anniversary by running a week of fundraising events, including domino and darts competitions. On the last night of the week the social committee organised a party with live music, buffet and birthday cake and as a result of the week's events, £200 was raised and presented to **Cullercoats** lifeboat station.

For the last three years David and Jill Saffill and Margaret and Brian Atkinson neighbours in Galleywood near Chelmsford have opened their gardens in aid of the RNLI. They have raised almost £500 so far by their combined efforts and given enormous pleasure to all of those lucky enough to have been able to enjoy the beauty of their flowers and shrubs.

Arbroath ladies lifeboat guild recently held their bi-annual one day Caledonian market and raised over £8,000. Since 1983 they have raised over £53,500 for lifeboat funds.

The Fundraisers

Gala day

The previously forecast sun failed to appear but did not prevent a crowd of 7,000 turning out to take part in Anstruther lifeboat station's 19th annual gala on Saturday 2 August.

The gala, which raised a magnificent £9,000 for lifeboat coffers, started with a parade of floats from the Anstruther holiday village, which was led to the sea front by the Dysart Silver Band. There were many events taking place on the day including the annual pub beer barrel race which started when the seven participating pub teams had finished building their race craft on the beach. The day featured many static displays including those from the Army, Navy, RAF, HM Coastguard, Fire Service, Police, Customs, Royal Mail, Heart Start and RAF Mountain Rescue. There were also displays of an open deck bus, a vintage fire engine and the Sea King helicopter from HMS Gannet which later gave a demonstration with Anstruther and Kinghorn lifeboats and HM Coastguard.

The Ship Tavern's '101 Dalmatians' float wins first place in the fancy dress float competition on Anstruther lifeboat station's 19th annual gala.

Supplying music on the day were B.O.F., who played foot tapping numbers from the 60s, the Dysart Silver Band and the Radio Tay roadshow which catered for all the chart requests. The usual food stalls, including hamburgers, kippers and pancakes catered for all the hungry visitors.

Hair today...

RNLI supporters are always on the look out for weird and wonderful fundraising ideas – this quarter the sponsored shave seems to be a popular choice.

Staff of the Cable & Wireless College raised £95 when they organised a sponsored shave. Kevin Wheeler who kindly donated his beard to the cause is shown (right) just seconds before his beard was removed.

...gone tomorrow

Tony Mundy, landlord of the White Hart in Orpington went the whole hog and had his head completely shaved in view of a full house!

Tony, pictured left and getting in a bit of a lather, has already raised £441 in sponsorship – with a further £200 in pledges still to come. Tony's pub also raises a lot of cash for the local branch from collecting boxes and holding other regular fundraising events.

Scottish stride

During April and May Keith Donald raised over £5,800 for RNLI Christchurch branch from a sponsored walk the length of Scotland – a distance of 420 miles! Keith completed the marathon on 3 June, having walked all the way from Kirk Yetholm, on the border, to Cape Wrath, the most northern point of the Scottish mainland, in 30 days.

Photo: copyright Southen Newspapers PLC

Keith's wife, Pat, drove a support motor caravan each day providing sustenance on route while he averaged 14 miles a day along the planned route, some of which was trackless heather. One day Keith completed 23 miles which is especially remarkable considering he had been in hospital only a year before to have a hip replacement operation.

Lifeboat supporters and friends from Christchurch and Bournemouth donated sponsorship money for this outstanding achievement – family and friends of Keith and Pat, even as far abroad as Warsaw and South Africa sent contributions.

The motor caravan driven by Pat was kindly loaned free of charge by Three Counties Motor Caravans, Christchurch.

Getting pushy

Members of Bilton Cricket Club, Harrogate (left), completed a 65 mile bed push from their clubhouse to Filey lifeboat station during September.

Teams of six took turns to push and with an overnight stop half way they reached Filey early afternoon the next day. The bed was pushed into the sea and 'rescued' by the inshore lifeboat.

As a result of sponsorship and other activities held at the club, over £2,800 was raised for the RNLI.

Not all submissions received for the Winter 97/98 issue are featured and some may appear in a future issue.

What and Where

The lifeboat fleet of the RNLI

Back by popular demand! This list is a print-out from LINCS (the Institution's Lifeboat INtegrated Computer System) and is correct as of October 1997. Lifeboats are sometimes moved between stations and frequently replaced temporarily by relief lifeboats. The information provided in the 'On Station' section of 'People and Places' in ***The Lifeboat*** will help to keep this list up to date.

STATION FLEET

ABERDEEN	ARUN	54-05	*B.P. FORTIES*	ON1050
	INFLATABLE	D-386	*TREVOR EDWIN JONES*	
ABERDOVEY	ATLANTIC 21	B-559	*LONG LIFE III*	
ABERSOCH	ATLANTIC 21	B-582	*BOROUGH OF SOLIHULL*	
ABERYSTWYTH	ATLANTIC 75	B-704	*ENID MARY*	
ACHILL ISLAND	WAVENEY	44-016	*RALPH & JOY SWANN*	ON1042
AITH	ARUN	52-030	*SNOLDA*	ON1100
ALDEBURGH	MERSEY	12-34	*FREDDIE COOPER*	ON1193
	INFLATABLE	D-520	*BOB SAVAGE*	
ALDERNEY	TRENT	14-04	*ROY BARKER I*	ON1199
	INFLATABLE	D-410	*BACCHUS*	
AMBLE	WAVENEY	44-005	*MARGARET GRAHAM*	ON1004
	INFLATABLE	D-447	*THOMAS CAMPBELL*	
ANGLE	TYNE	47-011	*THE LADY RANK*	ON1114
	INFLATABLE	D-493	*ISABELLA MARY*	
ANSTRUTHER	MERSEY	12-17	*KINGDOM OF FIFE*	ON1174
APPLEDORE	TYNE	47-027	*GEORGE GIBSON*	ON1140
	ATLANTIC 75	B-705	*VERA SKILTON*	
ARAN ISLANDS	SEVERN	17-06	*DAVID KIRKALDY*	ON1217
ARBROATH	MERSEY	12-35	*INCHCAPE*	ON1194
	INFLATABLE	D-471	*COACHMAKERS OF LONDON*	
ARKLOW	TRENT	14-19	*GER TIGCHELAAR*	ON1223
ARRAN (LAMLASH)	INFLATABLE	C-521	*PRINCE OF ARRAN*	
ARRANMORE	TYNE	47-009	*WILLIAM LUCKIN*	ON1111
ATLANTIC COLLEGE	ATLANTIC 21	B-554	*AMERICAN AMBASSADOR*	
BALLYCOTTON	ARUN	52-15	*HYMAN WINSTONE*	ON1067
BALLYGLASS	ARUN	52-45	*MABEL WILLIAMS*	ON1159
BALTIMORE	TYNE	47-024	*HILDA JARRETT*	ON1137
BANGOR (CO.DOWN)	ATLANTIC 21	B-584	*YOUTH OF ULSTER*	
BARMOUTH	MERSEY	12-26	*MOIRA BARRIE*	ON1185
	INFLATABLE	D-524	*PILGRIM*	
BARRA ISLAND	ARUN	52-41	*ANN LEWIS FRASER*	ON1143
BARROW	TYNE	47-014	*JAMES BIBBY*	ON1117
	INFLATABLE	D-443	*MODELLER II*	
BARRY DOCK	ARUN	52-23	*MARGARET FRANCES LOVE*	ON1082
BEAUMARIS	ATLANTIC 21	B-563	*BLUE PETER II*	
BEMBRIDGE	TYNE	47-018	*MAX AITKEN III*	ON1126
	INFLATABLE	D-503	*CRIDDY AND TOM*	
BERWICK-UPON-TWEED	MERSEY	12-32	*JOY AND CHARLES BEEBY*	ON1191
	INFLATABLE	D-494	*SUNRISE*	
BLACKPOOL	ATLANTIC 75	B-718	*ROTARACT I*	
	INFLATABLE	D-429	*RJM*	
	INFLATABLE	D-442	*EDGAR LAW*	
BLYTH	TRENT	14-06	*WINDSOR RUNNER (CIVIL SERVICE NO.42)*	ON1204
	INFLATABLE	D-464	*WREN*	
BORTH	INFLATABLE	D-479	*MAY*	
BRIDLINGTON	MERSEY	12-12	*MARINE ENGINEER*	ON1169
	INFLATABLE	D-426	*LORDS FEOFFEES II*	
BRIGHTON	ATLANTIC 75	B-737	*THELMA GLOSSOP*	
BROUGHTY FERRY	ARUN	52-09	*SPIRIT OF TAYSIDE*	ON1056
	INFLATABLE	D-389	*CAPTAIN COLIN*	
BUCKIE	ARUN	52-27	*CHARLES BROWN*	ON1093
BUDE	INFLATABLE	D-495	*ELSIE FRANCES II*	
BUNDORAN	ATLANTIC 75	B-711	*HELENE*	
BURNHAM-ON-CROUCH	INFLATABLE	D-519	*ERNEST AND ROSE CHAPMAN*	
	ATLANTIC 75	B-733	*BRANDY HOLE*	
BURRY PORT	INFLATABLE	D-472	*KIP & KATH*	
CALSHOT	BREDE	33-11	*SAFEWAY*	ON1104
CAMPBELTOWN	ARUN	52-12	*WALTER & MARGARET COUPER*	ON1059
	INFLATABLE	D-455	*SPIRIT OF KINTYRE*	
CARDIGAN	INFLATABLE	C-518	*NO NAME*	
CLACTON-ON-SEA	ATLANTIC 21	B-579	*INSTITUTE OF LONDON UNDERWRITERS*	
	INFLATABLE	D-431	*VERONICA*	
CLEETHORPES	INFLATABLE	D-454	*BLUE PETER VI*	
CLIFDEN	INFLATABLE	C-514	*NO NAME*	
	ATLANTIC 21	B-575	*JOHN BATSTONE*	
CLOGHER HEAD	MERSEY	12-31	*DORIS BLEASDALE*	ON1190
CONWY	INFLATABLE	D-482	*ARTHUR BATE*	
COURTMACSHERRY HARBOUR	TRENT	14-07	*FREDERICK STOREY COCKBURN*	ON1205
COURTOWN	INFLATABLE	D-412	*BP SERVICE*	
CRASTER	INFLATABLE	D-395	*BOB*	
CRICCIETH	ATLANTIC 75	B-707	*MERCURIUS*	
CROMER	MERSEY	12-30	*HER MAJESTY THE QUEEN*	ON1189
	INFLATABLE	D-436	*CHLOE*	
CULLERCOATS	ATLANTIC 21	B-591	*EDMUND AND JOAN WHITE*	
DONAGHADEE	ARUN	52-33	*CITY OF BELFAST*	ON1107
DOUGLAS	TYNE	47-032	*SIR WILLIAM HILLARY*	ON1147
DOVER	SEVERN	17-09	*CITY OF LONDON II*	ON1220
DUN LAOGHAIRE	TRENT	14-05	*ANNA LIVIA*	ON1200
	INFLATABLE	D-441	*IRISH DIVER*	
DUNBAR	TRENT	14-09	*SIR RONALD PECHELL BT.*	ON1207
	INFLATABLE	D-397	*BANKS' STAFF III*	
DUNGENESS	MERSEY	12-27	*PRIDE AND SPIRIT*	ON1186
DUNMORE EAST	TRENT	14-17	*ELIZABETH AND RONALD*	ON1215
EASTBOURNE	MERSEY	12-36	*THE ROYAL THAMES*	ON1195
	INFLATABLE	D-449	*HUMPHRY & NORA TOLLEMACHE II*	
EXMOUTH	TRENT	14-12	*FORWARD BIRMINGHAM*	ON1210
	INFLATABLE	D-516	*SPIRIT OF THE EXE*	
EYEMOUTH	TRENT	14-11	*BARCLAYCARD CRUSADER*	ON1209
FALMOUTH	SEVERN	17-02	*THE WILL*	ON1201
	ATLANTIC 21	B-595	*FALMOUTH ROUND TABLE*	
FENIT	ARUN	52-22	*RALPH & BONELLA FARRANT*	ON1081
FETHARD	INFLATABLE	D-378	*NO NAME*	
FILEY	MERSEY	12-13	*KEEP FIT ASSOCIATION*	ON1170
	INFLATABLE	D-446	*HOLME TEAM*	
FISHGUARD	TRENT	14-03	*BLUE PETER VII*	ON1198
	INFLATABLE	D-505	*ARTHUR BYGRAVES*	
FLAMBOROUGH	ATLANTIC 75	B-703	*JASON LOGG*	
FLEETWOOD	TYNE	47-038	*WILLIAM STREET*	ON1156
	INFLATABLE	D-424	*CITY OF CHESTER*	
FLINT	INFLATABLE	D-510	*MARJORIE HELEN*	
FOWEY	TRENT	14-18	*MAURICE AND JOYCE HARDY*	ON1222
	INFLATABLE	D-526	*NO NAME*	
FRASERBURGH	TYNE	47-007	*CITY OF EDINBURGH*	ON1109
GALWAY	ATLANTIC 75	B-738	*DOCHAS*	
GIRVAN	MERSEY	12-37	*SILVIA BURRELL*	ON1196
GT. YARMOUTH & GORLESTON	TRENT	14-10	*SAMARBETA*	ON1208
	ATLANTIC 21	B-574	*JOSEPH B PRESS*	
HAPPISBURGH	INFLATABLE	D-468	*COLIN MARTIN*	
HARTLEPOOL	TYNE	47-023	*CITY OF SHEFFIELD*	ON1131
	ATLANTIC 21	B-568	*BURTON BREWER*	
HARWICH	SEVERN	17-03	*ALBERT BROWN*	ON1202
	ATLANTIC 21	B-571	*BRITISH DIVER II*	
HASTINGS	MERSEY	12-002	*SEALINK ENDEAVOUR*	ON1125
	INFLATABLE	D-392	*CECILE RAMPTON*	
HAYLING ISLAND	INFLATABLE	D-496	*LEONARD STEDMAN*	
	ATLANTIC 75	B-712	*BETTY BATTLE*	
HELENSBURGH	ATLANTIC 21	B-581	*ANDREW MASON*	
HELVICK HEAD	ATLANTIC 21	B-569	*NO NAME*	
HOLYHEAD	TYNE	47-004	*ST CYBI II (CIVIL SERVICE NO.40)*	ON1095
	INFLATABLE	D-507	*SPIRIT OF BEDWORTH AND NUNEATON*	
HORTON & PORT EYNON	INFLATABLE	D-380	*NO NAME*	
HOWTH	ARUN	52-35	*CITY OF DUBLIN*	ON1113
	INFLATABLE	D-379	*NO NAME*	
HOYLAKE	MERSEY	12-005	*LADY OF HILBRE*	ON1163

HUMBER	SEVERN	17-05	*PRIDE OF THE HUMBER*	ON1216
HUNSTANTON	ATLANTIC 21	B-556	*SPIRIT OF AMERICA*	
ILFRACOMBE	MERSEY	12-007	*SPIRIT OF DERBYSHIRE*	ON1165
	INFLATABLE	D-422	*ALEC DYKES*	
INVERGORDON	TRENT	14-08	*DOUGLAS AIKMAN SMITH*	ON1206
ISLAY	SEVERN	17-08	*HELMUT SCHRODER OF DUNLOSSIT II*	ON1219
KILKEEL	ATLANTIC 21	B-593	*VALERIE HULL*	
KILMORE QUAY	MERSEY	12-28	*MARY MARGARET*	ON1187
KILRUSH	ATLANTIC 75	B-729	*ROSE WEST*	
KINGHORN	ATLANTIC 75	B-720	*FREDERICK ROBERTSON*	
KIPPFORD	INFLATABLE	D-370	*41 CLUB II*	
KIRKCUDBRIGHT	ATLANTIC 21	B-585	*PETER AND GRACE EWING*	
KIRKWALL	ARUN	52-39	*MICKIE SALVESEN*	ON1135
KYLE OF LOCHALSH	ATLANTIC 75	B-740	*ALEXANDER CATTANACH*	
LARGS	ATLANTIC 21	B-547	*INDEPENDENT FORESTER LIBERTY*	
LARNE	WAVENEY	44-022	*THE WILLIAM AND JANE*	ON1079
	INFLATABLE	D-499	*JEAN AND PAUL*	
LERWICK	SEVERN	17-10	*MICHAEL AND JANE VERNON*	ON1221
LITTLE & BROAD HAVEN	INFLATABLE	D-484	*SYBIL*	
LITTLEHAMPTON	ATLANTIC 21	B-564	*BLUE PETER I*	
LITTLESTONE-ON-SEA	ATLANTIC 21	B-573	*THE LADY DART AND LONG LIFE II*	
LLANDUDNO	MERSEY	12-006	*ANDY PEARCE*	ON1164
	INFLATABLE	D-508	*JOHN SAUNDERSON*	
LOCHINVER	ARUN	52-42	*MURRAY LORNIE*	ON1144
LONGHOPE	TYNE	47-025	*LORD SALTOUN*	ON1138
LOOE	INFLATABLE	D-461	*SPIRIT OF RAOC*	
LOUGH SWILLY	INFLATABLE	D-502	*INIS-EOGHAIN*	
	ATLANTIC 75	B-717	*DAISY AITKEN*	
LOWESTOFT	TYNE	47-020	*SPIRIT OF LOWESTOFT*	ON1132
LYME REGIS	ATLANTIC 75	B-741	*NO NAME*	
LYMINGTON	ATLANTIC 21	B-566	*FRANK AND MARY ATKINSON*	
LYTHAM ST. ANNES	TYNE	47-037	*SARAH EMILY HARROP*	ON1155
	INFLATABLE	D-509	*JOHN KENNEDY*	
MABLETHORPE	INFLATABLE	D-506	*PATRICK REX MOREN*	
MACDUFF	ATLANTIC 21	B-578	*THE ROTARY CLUB OF GLASGOW*	
MALLAIG	ARUN	52-21	*THE DAVINA & CHARLES MATTHEWS HUNTER*	ON1078
MARAZION	INFLATABLE	D-411	*NO NAME*	
MARGATE	MERSEY	12-20	*LEONARD KENT*	ON1177
	INFLATABLE	D-400	*TIGGER*	
MINEHEAD	ATLANTIC 75	B-708	*BESSIE*	
	INFLATABLE	D-420	*LESLIE. D.*	
MOELFRE	TYNE	47-013	*ROBERT AND VIOLET*	ON1116
	INFLATABLE	D-381	*DOUGLAS*	
MONTROSE	TYNE	47-034	*MOONBEAM*	ON1152
	INFLATABLE	D-481	*HOLME TEAM 3*	
MORECAMBE	INFLATABLE	D-440	*BRENDA REED*	
MUDEFORD	ATLANTIC 21	B-583	*KEN DERHAM*	
NEW BRIGHTON	ATLANTIC 75	B-721	*ROCK LIGHT*	
NEW QUAY (CARDIGANSHIRE)	MERSEY	12-15	*FRANK AND LENA CLIFFORD OF STOURBRIDGE*	ON1172
	INFLATABLE	D-476	*CORYDD*	
NEWBIGGIN	ATLANTIC 21	B-553	*KIRKLEES*	
NEWCASTLE (CO.DOWN)	MERSEY	12-29	*ELEANOR AND BRYANT GIRLING*	ON1188
	INFLATABLE	D-478	*ALDERGROVE*	
NEWHAVEN	ARUN	52-32	*KEITH ANDERSON*	ON1106
NEWQUAY (CORNWALL)	INFLATABLE	D-497	*LORD DARESBURY*	
	ATLANTIC 75	B-715	*PHYLLIS*	
NORTH BERWICK	INFLATABLE	D-452	*BLUE PETER III*	
NORTH KESSOCK	INFLATABLE	D-459	*MARGARET & FIONA WOOD*	
NORTH SUNDERLAND	MERSEY	12-16	*GRACE DARLING*	ON1173
	INFLATABLE	D-377	*NO NAME*	
OBAN	TRENT	14-23	*MORA EDITH MACDONALD*	ON1227
PADSTOW	TYNE	47-003	*JAMES BURROUGH*	ON1094
PEEL	MERSEY	12-22	*RUBY CLERY*	ON1181
PENARTH	ATLANTIC 75	B-725	*SPRIT OF PENARTH*	
	INFLATABLE	D-384	*JOHN CRESSWELL*	
PENLEE	ARUN	52-24	*MABEL ALICE*	ON1085
PETERHEAD	TYNE	47-019	*BABS AND AGNES ROBERTSON*	ON1127
PLYMOUTH	ARUN	52-40	*CITY OF PLYMOUTH*	ON1136
POOLE	BREDE	33-07	*INNER WHEEL*	ON1089
	ATLANTIC 75	B-710	*FRIENDLY FORESTER II*	
PORT ERIN	ATLANTIC 21	B-594	*HERBERT AND EDITH*	
PORT ISAAC	INFLATABLE	D-517	*SPIRIT OF THE PCS RE*	
PORT ST. MARY	ARUN	54-06	*THE GOUGH RITCHIE*	ON1051
	INFLATABLE	D-462	*FRANCES*	
PORT TALBOT	INFLATABLE	D-402	*WARWICK*	
PORTAFERRY	ATLANTIC 75	B-706	*BLUE PETER V*	
PORTHCAWL	ATLANTIC 75	B-726	*GILES*	
PORTHDINLLAEN	TYNE	47-015	*HETTY RAMPTON*	ON1120
PORTPATRICK	TYNE	47-033	*MARY IRENE MILLAR*	ON1151
PORTREE	TRENT	14-16	*STANLEY WATSON BARKER*	ON1214
PORTRUSH	ARUN	52-16	*RICHARD EVANS (CIVIL SERVICE NO.39)*	ON1070
	INFLATABLE	D-456	*JONATHAN SIMPSON*	
PORTSMOUTH	ATLANTIC 75	B-730	*CSMA - FRIZZELL*	
	INFLATABLE	D-421	*LORD RAGLAN*	
PWLLHELI	MERSEY	12-010	*LILLY AND VINCENT ANTHONY*	ON1168
	INFLATABLE	D-522	*NO NAME*	
QUEENSFERRY	ATLANTIC 75	B-735	*DONALD AND ETHEL MACRAE*	
RAMSEY	MERSEY	12-14	*ANN AND JAMES RITCHIE*	ON1171
RAMSGATE	TRENT	14-02	*ESME ANDERSON*	ON1197
	ATLANTIC 21	B-558	*RAMSGATE ENTERPRISE*	
RED BAY	ATLANTIC 75	B-728	*DOROTHY MARY*	
REDCAR	INFLATABLE	D-523	*PETERBOROUGH BEER FESTIVAL I*	
	ATLANTIC 21	B-580	*LEICESTER CHALLENGE*	
RHYL	MERSEY	12-24	*LIL CUNNINGHAM*	ON1183
	INFLATABLE	D-485	*STAFFORD WITH RUGELEY*	
ROCK	INFLATABLE	D-489	*DOLLY HOLLOWAY*	
ROSSLARE HARBOUR	ARUN	52-26	*ST BRENDAN*	ON1092
RYE HARBOUR	ATLANTIC 75	B-727	*CDR & MRS RODNEY WELLS*	
SALCOMBE	TYNE	47-022	*THE BALTIC EXCHANGE II*	ON1130
SCARBOROUGH	MERSEY	12-18	*FANNY VICTORIA WILKINSON AND FRANK STUBBS*	ON1175
	INFLATABLE	D-434	*JOHN WESLEY HILLARD*	
SELSEY	TYNE	47-001	*CITY OF LONDON*	ON1074
	INFLATABLE	D-382	*NO NAME*	
SENNEN COVE	MERSEY	12-19	*THE FOUR BOYS*	ON1176
	INFLATABLE	D-490	*SPIRIT OF THE ACC*	
SHEERNESS	TRENT	14-13	*GEORGE AND IVY SWANSON*	ON1211
	INFLATABLE	D-513	*SEAHORSE I*	
SHERINGHAM	ATLANTIC 75	B-702	*MANCHESTER UNITY OF ODDFELLOWS*	
SHOREHAM HARBOUR	TYNE	47-040	*HERMIONE LADY COLWYN*	ON1158
	INFLATABLE	D-501	*FOREST ROW CHOIR*	
SILLOTH	ATLANTIC 75	B-714	*SPIRIT OF CUMBRIA*	
SKEGNESS	MERSEY	12-008	*LINCOLNSHIRE POACHER*	ON1166
	INFLATABLE	D-460	*LEICESTER FOX*	
SKERRIES	INFLATABLE	D-393	*NO NAME*	
SOUTHEND-ON-SEA	INFLATABLE	D-487	*FORESTERS LONDON PRIDE*	
	ATLANTIC 21	B-567	*PERCY GARON II*	
	INFLATABLE	D-368	*DOUGLAS CAMERON*	
SOUTHWOLD	ATLANTIC 21	B-562	*THE QUIVER*	
ST. ABBS	ATLANTIC 21	B-572	*DOROTHY AND KATHRINE BARR*	
ST. AGNES	INFLATABLE	D-453	*BLUE PETER IV*	
ST. BEES	ATLANTIC 75	B-719	*PERCY HENRY PATMORE OBE MM*	
ST. CATHERINE	ATLANTIC 21	B-587	*JESSIE ELIZA*	
ST. DAVIDS	TYNE	47-026	*GARSIDE*	ON1139
	INFLATABLE	D-369	*NO NAME*	
ST. HELIER	TYNE	47-039	*ALEXANDER COUTANCHE*	ON1157
ST. IVES	MERSEY	12-009	*THE PRINCESS ROYAL(CIVIL SERVICE NO.41)*	ON1167
	INFLATABLE	D-515	*SPIRIT OF THE RCT*	
ST. MARY'S	ARUN	52-18	*ROBERT EDGAR*	ON1073
ST. PETER PORT	SEVERN	17-04	*SPIRIT OF GUERNSEY*	ON1203
STAITHES AND RUNSWICK	ATLANTIC 21	B-576	*ELLIS SINCLAIR*	
STORNOWAY	ARUN	52-28	*SIR MAX AITKEN II*	ON1098
STRANRAER	INFLATABLE	D-388	*CRUSADER*	
STROMNESS	ARUN	52-29	*THE JOSEPH ROTHWELL SYKES AND HILDA M*	ON1099
SUNDERLAND	TRENT	14-21	*MACQUARIE*	ON1225
	INFLATABLE	D-470	*LANDLUBBER*	
SWANAGE	MERSEY	12-23	*ROBERT CHARLES BROWN*	ON1182
	INFLATABLE	D-475	*PHYL CLARE 2*	
TEESMOUTH	TYNE	47-008	*PHIL MEAD*	ON1110
TEIGNMOUTH	ATLANTIC 21	B-588	*FRANK AND DOROTHY*	
TENBY	TYNE	47-010	*RFA SIR GALAHAD*	ON1112
	INFLATABLE	D-438	*ARTHUR & GEORGINA STANLEY TAYLOR*	
THE LIZARD	TYNE	47-030	*DAVID ROBINSON*	ON1145

THE MUMBLES	TYNE	47-005	*ETHEL ANNE MEASURES*	ON1096
	INFLATABLE	D-463	*NELLIE GRACE HUGHES*	
THURSO	ARUN	52-43	*THE QUEEN MOTHER*	ON1149
TIGHNABRUAICH	ATLANTIC 21	B-549	*BLENWATCH*	
TOBERMORY	ARUN	54-07	*CITY OF BRADFORD IV*	ON1052
TORBAY	ARUN	52-19	*MARIE WINSTONE*	ON1076
	INFLATABLE	D-504	*SPIRIT OF THE RPC*	
TRAMORE	INFLATABLE	D-511	*MARGARET*	
TREARDDUR BAY	ATLANTIC 75	B-731	*DOROTHY SELINA*	
TROON	ARUN	52-38	*CITY OF GLASGOW III*	ON1134
TYNEMOUTH	ARUN	52-13	*GEORGE & OLIVE TURNER*	ON1061
	INFLATABLE	D-385	*NO NAME*	
VALENTIA	SEVERN	17-07	*JOHN AND MARGARET DOIG*	ON1218
WALMER	INFLATABLE	D-514	*LORD KITCHENER*	
	ATLANTIC 21	B-589	*JAMES BURGESS*	
WALTON & FRINTON	TYNE	47-036	*KENNETH THELWALL II*	ON1154
WELLS	MERSEY	12-003	*DORIS M.MANN OF AMPTHILL*	ON1161
	INFLATABLE	D-512	*JANE ANN II*	
WEST KIRBY	INFLATABLE	D-473	*THOMAS JEFFERSON*	
WEST MERSEA	ATLANTIC 21	B-570	*HIMLEY HALL*	
WESTON-SUPER-MARE	ATLANTIC 21	B-557	*WESTON CENTENARY*	
	INFLATABLE	D-387	*BOTO-X 87*	
WEYMOUTH	ARUN	54-04	*TONY VANDERVELL*	ON1049
	ATLANTIC 21	B-512	*U.S.NAVY LEAGUE*	
WHITBY	TRENT	14-14	*GEORGE AND MARY WEBB*	ON1212
	INFLATABLE	D-521	*NO NAME*	
WHITSTABLE	ATLANTIC 21	B-560	*BRITISH DIVER*	
WICK	TRENT	14-20	*ROY BARKER II*	ON1224
WICKLOW	TYNE	47-035	*ANNIE BLAKER*	ON1153
	INFLATABLE	D-518	*NO NAME*	
WITHERNSEA	INFLATABLE	D-394	*BANKS' STAFF II*	
WORKINGTON	TYNE	47-028	*SIR JOHN FISHER*	ON1141
YARMOUTH (I.O.W.)	ARUN	52-08	*JOY & JOHN WADE*	ON1053
YOUGHAL	ATLANTIC 21	B-561	*MARJORY TURNER*	

RELIEF FLEET

ALL-WEATHER LIFEBOATS

MERSEY	12-001	*PEGGY AND ALEX CAIRD*	ON1124
MERSEY	12-004	*ROYAL SHIPWRIGHT*	ON1162
MERSEY	12-11	*LIFETIME CARE*	ON1148
MERSEY	12-21	*MARGARET JEAN*	ON1178
MERSEY	12-25	*BINGO LIFELINE*	ON1184
MERSEY	12-33	*FISHERMAN'S FRIEND*	ON1192
TRENT	14-01	*EARL AND COUNTESS MOUNTBATTEN OF BURMA*	ON1180
TRENT	14-15	*HENRY HEYS DUCKWORTH*	ON1213
TRENT	14-22	*EDWARD DUKE OF WINDSOR*	ON1226
TRENT	14-24	*DORA FOSTER MCDOUGALL*	ON1228
BREDE	33-08	*FORESTERS FUTURE*	ON1090
WAVENEY	44-009	*HELEN TURNBULL*	ON1027
WAVENEY	44-020	*JOHN FISON*	ON1060
WAVENEY	44-021	*BARHAM*	ON1065
TYNE	47-002	*SAM AND JOAN WOODS*	ON1075
TYNE	47-006	*RUBY & ARTHUR REED II*	ON1097
TYNE	47-012	*GOOD SHEPHERD*	ON1115
TYNE	47-016	*NORMAN SALVESEN*	ON1121
TYNE	47-017	*OWEN AND ANNE AISHER*	ON1122
TYNE	47-021	*THE FAMOUS GROUSE*	ON1133
TYNE	47-029	*MARINERS FRIEND*	ON1142
TYNE	47-031	*VOLUNTARY WORKER*	ON1146
ARUN	52-10	*SOLDIAN*	ON1057
ARUN	52-11	*ELIZABETH ANN*	ON1058
ARUN	52-14	*EDITH EMILIE*	ON1062
ARUN	52-17	*SIR MAX AITKEN*	ON1071
ARUN	52-20	*DUCHESS OF KENT*	ON1077
ARUN	52-25	*A.J.R & L G URIDGE*	ON1086
ARUN	52-31	*NEWSBUOY*	ON1103
ARUN	52-34	*MARGARET RUSSELL FRASER*	ON1108
ARUN	52-36	*ROY & BARBARA HARDING*	ON1118
ARUN	52-37	*KENNETH THELWALL*	ON1123
ARUN	52-44	*HIBERNIA*	ON1150
ARUN	52-46	*DUKE OF ATHOLL*	ON1160

RELIEF FLEET (continued)

ATLANTIC 21

B-511	*NO NAME*
B-514	*GUIDE FRIENDSHIP I*
B-515	*V E WEBBER*
B-525	*SPIX'S MACAW*
B-526	*NO NAME*
B-527	*PERCY GARON (CIVIL SERVICE)*
B-528	*NO NAME*
B-531	*FORESTERS*
B-532	*GUIDE FRIENDSHIP III*
B-535	*NO NAME*
B-536	*NO NAME*
B-537	*NO NAME*
B-539	*LIONS INTERNATIONAL 105 SE*
B-540	*WOLVERHAMPTON*
B-543	*ROUND TABLE*
B-544	*CATHERINE PLUMBLEY*
B-548	*ALDERSHOT*
B-550	*CITY OF PORTSMOUTH*
B-551	*CONSTANCE MACNAY*
B-565	*MAN.&DISTRICT XXXII*
B-577	*GRAHAM HILLIER AND TONY CATER*
B-586	*CLOTHWORKER*
B-590	*WOLVERSON X-RAY*
B-592	*ERNEST ARMSTRONG*

ATLANTIC 75

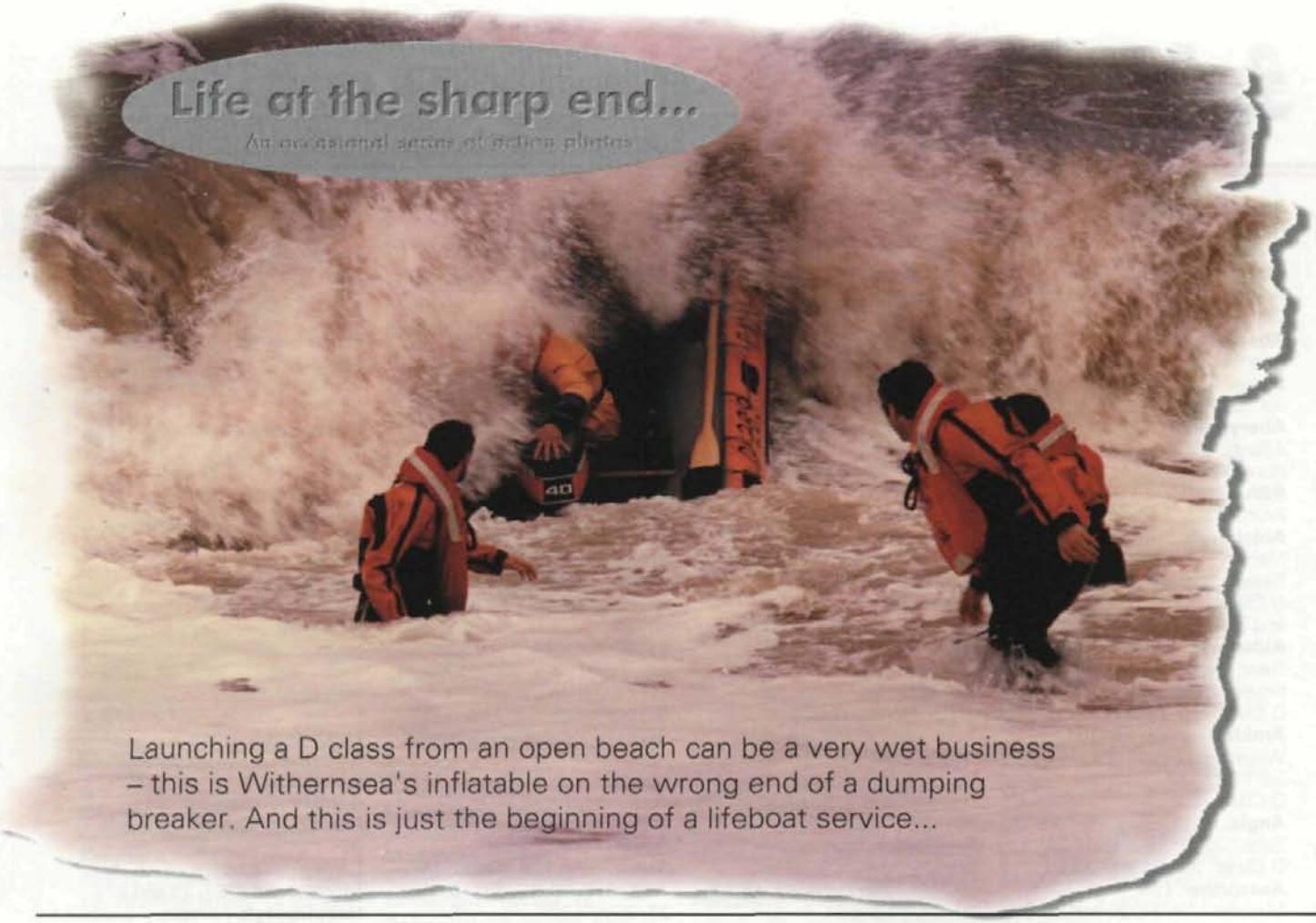
B-700	*SUSAN PEACOCK*
B-701	*GORDON ENGLAND*
B-709	*LUCY BERYL*
B-713	*O.E.M. STONE*
B-716	*NO NAME*
B-722	*BEATRICE DOROTHY*
B-723	*WALTERS LIFEBOAT*
B-724	*ROTARIAN DENNIS CULLEN*
B-732	*ELIZABETH ANN*
B-734	*AMY CONSTANCE*
B-736	*NO NAME*

C CLASS

C-509	*OATS*
C-523	*BRITISH DIVER IV*

D CLASS

D-359	*41 CLUB I*
D-364	*CLUBS OF THE RIVER EXE*
D-371	*41 CLUB III*
D-376	*NO NAME*
D-383	*SEA TIGER*
D-390	*TIGER D*
D-391	*LIFELINE*
D-396	*STARTING POINT*
D-398	*VICTORY WHEELERS*
D-399	*BERTHA*
D-401	*BANK STAFF APPEAL IV*
D-403	*CITY OF PETERBOROUGH*
D-404	*ANN SPEED*
D-405	*BRITISH DIVER III*
D-406	*PHYL CLARE*
D-407	*THE MARLBOROUGH CLUB; DIDCOT*
D-408	*CITY OF DERBY*
D-409	*TAIPAN*
D-413	*BILLY MILLS AND GEORGE RALPH*
D-414	*FAIRLANDS LADY*
D-415	*PRIDE OF WEST KINGSDOWN*
D-416	*NO NAME*
D-417	*DOUGLAS HURNDALL*
D-418	*NO NAME*
D-419	*SARAH HELENA*
D-423	*JOHN EDMONDS*
D-425	*STRICKSON*
D-427	*STORRS*
D-428	*ST VINCENT AMAZON*
D-430	*ROTHERHAM GRAMMAR SCHOOL*
D-432	*ORDNANCE SURVEY BOSUN*
D-433	*MARJORIE*
D-435	*TABLE 32*
D-437	*JILL GATTI*
D-439	*PHYLLIS MARY*
D-444	*SHARPE'S CLASSIC ALL SEASONS*
D-445	*AXA LIFE INSHORER*
D-448	*SEA RANGER*
D-450	*ANTHONY*
D-451	*JEANNE FRANCES*
D-457	*ELSIE FRANCES I*
D-458	*MAUREEN SAMUELS*
D-465	*PALMER BAYER*
D-466	*PHYLLIS MARY II*
D-467	*KATHLEEN SCADDEN*
D-469	*WINIFRED & CYRIL THORPE*
D-474	*G C H FOX*
D-477	*PRIDE OF NUNEATON AND BEDWORTH*
D-480	*THE CRAFT CLUB*
D-483	*C JOHN MORRIS DFM*
D-486	*ELEANOR & CATHERINE*
D-488	*MABEL*
D-491	*CETREK*
D-492	*LAWNFLITE*
D-498	*FRED CROKER*



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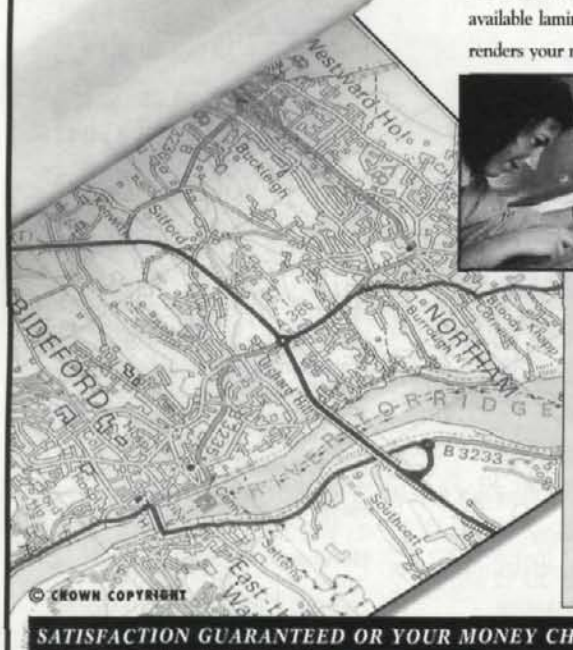

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Lifeboat launches

Station-by-station lifeboat launches for June and July 1997

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

and 29
Horton and Port Eynon, Swansea
Relief D Class: Jun 22, Jul 6, 20 (twice), 22 and 27 (four times)
Howth, Co Dublin
D Class: Jun 15, 21, 29 and Jul 3
Hoylake, Merseyside
Mersey: Jun 1 (twice), Jul 5 and 23
Humber, East Yorkshire
Arun: Jun 8, 14, 17, 23, 26, Jul 6, 18 and 25
Hunstanton, Norfolk
Atlantic 21: Jun 17, 23, Jul 8 and 27
Ilfracombe, North Devon
Mersey: Jul 10 and 14
D Class: Jun 4, 29, Jul 6, 10, 12 and 25
Invergordon, Highland
Trent: Jun 23
Islay, Strathclyde
Relief Arun: Jun 1, 3, 7, 15, 16, 24, 26, Jul 14 and 23
Severn: Jul 13
Kilkeel, Co Down
Relief Atlantic 21: Jun 5
Atlantic 21: Jul 5, 17, 20 and 26
Kilmore Quay, Co Wexford
Mersey: Jun 1 (twice), 3, 4, 5 and Jul 3
Kilrush, Co Clare
Atlantic 75: Jun 24 and Jul 11
Kinghorn, Fife
Atlantic 75: Jun 3, 8, Jul 9, 12, 13 (three times), 14 (three times), 19, 21, 27 and 28
Kirkcudbright, Dumfries and Galloway
Atlantic 21: Jun 26, Jul 3 and 13 (twice)
Kirkwall, Orkney
Relief Arun: Jun 15, Jul 10 and 13
Kyle of Lochalsh, Highland
Atlantic 21: Jun 22, Jul 1, 30 and 31
Largs, Strathclyde
Atlantic 21: Jun 7 (twice), Jul 4, 6, 7, 16, (twice), 23 and 24
Larne, Co Antrim
Relief Waveney: Jun 15
D Class: Jun 8 and Jul 22
Lerwick, Shetland
Severn: Jun 16, 17, Jul 1, 10 and 11
Little & Broad Haven, Pembrokeshire
D Class: Jun 1, 15, Jul 17, 22 and 30
Littlehampton, West Sussex
Atlantic 21: Jun 1, 5 and 8
The Lizard, Cornwall
Tyne: Jun 11, Jul 2 and 8
Llandudno, Conwy
Mersey: Jul 26 (twice)
D Class: Jun 14, 16, 17, 22, Jul 1, 7, 9, 10, 19 (three times) and 27
Looe, Cornwall
D Class: Jul 23
Lyme Regis, Dorset
Atlantic 21: Jun 1, 20, 30, Jul 3, 17, 19, 24, 25 and 27
Lymington, Hampshire
Atlantic 21: Jun 8, 21 and Jul 6
Lytham St. Annes, Lancashire
Tyne: Jun 10, 13, 30, Jul 6 and 7
D Class: Jun 2, 10 (twice), 13, 16 and 30
Mablethorpe, Lincolnshire
D Class: Jun 8 (twice), 9, 22 and Jul 6
Relief D Class: Jul 20, 21, 24 and 30
Macduff, Grampian
Atlantic 21: Jul 13
Mallaig, Highland
Arun: Jun 1, 11, 15, 22, 25, Jul 5 (twice), 15, 28 and 29
Marazion, Cornwall
D Class: Jun 12, Jul 7, 27 and 31
Margate, Kent
Mersey: Jun 9, 28, Jul 4 and 28
D Class: Jun 6, 9, 10, Jul 6, 8, 13, 15, 20, 28 and 29 (twice)
Minehead, Somerset
Atlantic 75: Jul 3, 6 (twice) and 20
D Class: Jul 6 (three times) and 21 (twice)
Moelfre, Anglesey
Tyne: Jun 14 and Jul 20
Relief D Class: Jun 4
D Class: Jul 9, 13, 14 and 30
Montrose, Tayside
Tyne: Jun 16 and 19
Morecambe, Lancashire
D Class: Jun 12 and Jul 20
Mudeford, Dorset
Atlantic 21: Jun 1 (three times), 2, 14 (twice), 15 (twice), 16, 19, 21, 29, Jul 3, 5, 27 and 31
The Mumbles, Swansea
Tyne: Jun 1, 9, 12, 15, Jul 6, 12, 16 and 27 (three times)
Relief D Class: Jun 2, 8, 14, 22 (twice), 24 and Jul 7
D Class: Jul 8, 12, 16, 17, 20 (twice), 21, 28 and 30 (twice)
Newbiggin, Northumberland
Atlantic 21: Jul 21
New Brighton, Merseyside
Atlantic 75: Jun 1 (three times), 17, 24, 25, 29, Jul 5 (twice), 8, 9, 10, 11, 15, 19, 23 and 26
Newcastle, Co Down
Mersey: Jun 9, 14 and 21
D Class: Jun 1, Jul 15 and 17
Newhaven, East Sussex
Arun: Jun 1, 3, 7, Jul 7, 17, 26 and 27
Newquay, Cornwall
Relief Atlantic 75: Jun 4, 15 and 18
Atlantic 75: Jul 18 (twice), 19, 23, 28, 29, 30 and 31
Relief D Class: Jun 15, 18, Jul 6, 7, 18 (twice), 19, 28, 29, 30 and 31
New Quay, Cardiganshire
Relief Mersey: Jun 2
D Class: Jun 29 and Jul 29
North Berwick, Lothian
D Class: Jun 15, Jul 6 and 20
North Kessock, Highland
Relief D Class: Jun 9 (twice), 29, Jul 11 and 19
North Sunderland, Northumberland
Mersey: Jun 8, 20 (twice), Jul 7 (twice) and 14
D Class: Jun 8 (twice), 14, 20 and Jul 7 (twice)
Oban, Strathclyde
Brede: Jun 6, 8, 9, 14, 15, 16, 18, 20, 26, 27, 28, 29, Jul 3, 4 and 14
Trent: Jul 27 (twice), 28, 30 and 31
Padstow, Cornwall
Tyne: Jul 15
Peel, Isle of Man
Mersey: Jun 29, 30, Jul 10, 11, 17 and 29
Penarth, Vale of Glamorgan
Atlantic 75: Jun 6, 15, Jul 19 (three times), 20, 21 and 27 (three times)
D Class: Jun 6 and 14
Relief D Class: Jun 22, Jul 8, 16, 19 (twice), 20 (twice) and 21
Penlee, Cornwall
Arun: Jun 15, 20 and Jul 2
Peterhead, Grampian
Relief Tyne: Jun 16 (twice), 21, Jul 16 and 30
Plymouth, South Devon
Arun: Jun 1, 5, 10 (twice) and 21 (twice)
Poole, Dorset
Relief Brede: Jun 1
Brede: Jun 8, 10, 14, 15 (twice), 20, 21 (three times), 24, 25, Jul 24, 26 and 29
Atlantic 75: Jun 2, 5 (three times), 8 (twice), 10, 11, 14, 18, 20 (twice), 21 (twice), 30, Jul 1, 2, 3 and 26 (three times)
Portaferry, Co Down
Atlantic 75: Jun 15, 21 and Jul 22 (twice)
Port Erin, Isle of Man
Relief Atlantic 21: Jun 8, 9, 13, 29, Jul 16 and 17
Porthcawl, Bridgend
Atlantic 75: Jun 1, 4, 8 (twice), 12, 25, Jul 7, 11 and 20 (twice)
Port Isaac, Cornwall
D Class: Jun 5 and Jul 31
Portpatrick, Dumfries and Galloway
Tyne: Jul 11, 20 and 27
Portree, Isle of Skye
Trent: Jun 30 and Jul 22
Portrush, Co Antrim
Arun: Jun 24 and Jul 2
D Class: Jun 1 (twice), 15, Jul 2, 3, 11 (three times), 21, 24, 26 (twice) and 28
Portsmouth, Hampshire
Atlantic 75: Jun 1 (three times), 2, 8 (twice), 15 (twice), 19, 21, Jul 5, 6 (twice), 13, 14 (twice), 16, 19, 20, 26 (twice), 30 and 31 (twice)
D Class: Jun 1, 8, Jul 10 and 12
Port St. Mary, Isle of Man
Arun: Jun 9 and 30 (twice)
D Class: Jun 8 and 9
Port Talbot, Neath and Port Talbot
D Class: Jun 1, 4, Jul 6 and 19
Pwllheli, Gwynedd
Mersey: Jun 30 and Jul 17
D Class: Jul 27
Queensferry, Lothian
Atlantic 75: Jun 4, 8 (twice), 21, Jul 5 and 8
Ramsgate, Kent
Trent: Jun 13, 28, 29, Jul 1, 3 and 11 (twice)
Relief Trent: Jul 24, 25, 26 (twice) and 29
Atlantic 21: Jun 26, 28, 29, Jul 4, 17 and 27
Red Bay, Co Antrim
Atlantic 75: Jun 9, 16, 18, 22, Jul 6, 13, 14 and 15
Redcar, Cleveland
Atlantic 21: Jun 19, Jul 17 and 30 (twice)
D Class: Jun 8
Rhyl, Denbighshire
D Class: Jun 13, 25, Jul 6 (twice) and 14
Rock, Cornwall
D Class: Jun 22, 23, 28, 30, Jul 12, 17, 20, 29 and 30
Rosslare Harbour, Co Wexford
Arun: Jun 3, 9, Jul 19 and 27
Rye Harbour, East Sussex
Atlantic 75: Jun 6, 14, 15, 29 and Jul 10
St. Abbs, Borders
Atlantic 21: Jun 6 and 8
St. Agnes, Cornwall
Relief D Class: Jun 21, Jul 19 and 27
St. Bees, Cumbria
Atlantic 75: Jul 21, 27 and 29
St. Catherine, Channel Islands
Atlantic 21: Jun 16, 29, Jul 6, 12 (twice), 20, 27 and 28
St. Davids, Pembrokeshire
Tyne: Jun 2, 10, 22, Jul 17, 20 and 29
D Class: Jul 10, 17 and 22
St. Helier, Channel Islands
Relief Tyne: Jun 15, 16, 18, 21, Jul 6, 11 and 20 (twice)
St. Ives, Cornwall
Mersey: Jul 17
D Class: Jun 16, 18, 27 and Jul 31
St. Mary's, Isle of Scilly
Relief Arun: Jun 1 and Jul 14
St. Peter Port, Channel Islands
Severn: Jun 17, 30 (twice), Jul 7, 12, 15, 17 and 20
Salcombe, South Devon
Tyne: Jun 1, 4, 10, 20, Jul 7 (twice), 10 (twice), 12, 22, 25 (twice), 29 and 31
Scarborough, North Yorkshire
Mersey: Jun 24
D Class: Jun 24 (twice), Jul 5, 17 and 27
Relief D Class: Jul 30
Selsey, West Sussex
Relief Tyne: Jun 30, Jul 8 and 13
D Class: Jul 5, 7 and 13
Sennen Cove, Cornwall
Mersey: Jun 29 (twice), Jul 6 and 26
Relief D Class: Jun 29
Sheerness, Kent
Relief Trent: Jun 1 and 4
Trent: Jun 21, 29 (three times), Jul 2, 7, 10, 19 and 21
D Class: Jun 20, 21, 29 (twice), Jul 5, 7, 8, 10, 13, 15, 17, 21 and 22
Sheringham, Norfolk
Atlantic 75: Jul 9 and 26

Lifeboat launches

Continued...

Silloth, Cumbria
Atlantic 75: Jun 15, 21, 26, Jul 3 and 8
Skegness, Lincolnshire
Mersey: Jun 10, 17, Jul 14 and 26
D Class: Jul 4, 14, 17 (twice), 20, 25, 27 (five times), 28 and 30 (five times)
Skerries, Co Dublin
D Class: Jun 1 and 12
Southend-on-Sea, Essex
Atlantic 21: Jun 1 (five times), 2 (three times), 3, 8 (four times), 19, 21 (three times), 22, 29, 30, Jul 1, 2 and 6 (twice)
Relief Atlantic 21: Jul 12, 13, 19 (three times), 20 (four times), 21, 22 (twice), 27 and 29 (three times)
D Class: Jun 1 (three times), 28, Jul 2, 18 and 21 (twice)
Relief D Class: Jun 2, 17, 21, 22 (three times), 29, Jul 6, 13, 19 (twice), 20 (twice) and 21
Southwold, Suffolk
Atlantic 21: Jul 18, 19 and 25
Staithes and Runswick, North Yorkshire
Atlantic 21: Jun 17 and Jul 9
Stornoway, Western Isles
Arun: Jun 5, 18 and Jul 1
Stromness, Orkney
Arun: Jun 12 and 17
Sunderland, Tyne and Wear
Trent: Jun 5, 9, 10, 15, 24, Jul 6, 12 (twice), 13, 15, 22, 25 and 28
Relief D Class: Jun 5, 24, Jul 6, 9, 12 and 28
Swanage, Dorset
Mersey: Jun 2, 4, 19, 21 (twice), 25, Jul 8, 10, 18, 20 (twice), 21 (twice), 25 and 30
D Class: Jun 4, Jul 8, 18, 20 (twice), 21 and 30
Teesmouth, Cleveland
Tyne: Jun 1, 23, 24, Jul 20 and 30
Teignmouth, South Devon
Atlantic 21: Jun 1, 15, 23, Jul 18, 19 and 26 (twice)
Tenby, Pembrokeshire
Tyne: Jun 27, Jul 4, 6, 10, 24 and 25 (twice)
D Class: Jun 1 (three times), Jul 6, 9, 11, 21 (twice) and 30
Thurso, Highland
Arun: Jul 3, 20 and 26
Tighnabruaich, Strathclyde
C Class: Jun 6, 26, Jul 8, 9, 13 (twice) and 20
Tobermory, Strathclyde
Arun: Jun 8, 14, 30, Jul 7 (twice) and 29
Torbay, South Devon
Arun: Jun 1, 4, 20, 25, 28, Jul 10, 21, 24 and 30 (twice)
D Class: Jun 8, 20, 30, Jul 3, 5 (twice), 12, 16 and 17
Relief D Class: Jul 20, 26, 30 and 31
Tramore, Co Waterford
D Class: Jun 12
Trearddur Bay, Anglesey
Atlantic 75: Jun 1 (four times), 5, 6, 22, 25, Jul 5, 6, 13, 18 (three times) and 21
Troon, Strathclyde
Arun: Jun 1 (twice), 6, 13, 15, 18, 21, Jul 9, 19, 21 (twice), 23 and 25
Tynemouth, Tyne and Wear
Arun: Jul 16
D Class: Jul 8
Valentia, Co Kerry
Severn: Jun 13, 20, Jul 13, 17, 22, 30 and 31 (twice)
Walmer, Kent
Atlantic 21: Jun 21, Jul 1 and 4
D Class: Jun 21
Walton and Frinton, Essex
Tyne: Jun 1 (twice), 15, 25 and Jul 9
Wells, Norfolk
Mersey: Jun 17
D Class: Jul 26 and 27
West Kirby, Merseyside
Relief D Class: Jun 14 and 19
D Class: Jun 29, Jul 11, 15 (twice) and 23
West Mersea, Essex
Atlantic 21: Jun 1 (three times), 8, 20, 21 (twice), 22, Jul 7, 8, 13 (three times) and 27
Weston-super-Mare, Avon
Atlantic 21: Jun 1, Jul 13 (twice), 19, 25 and 27 (twice)
D Class: Jun 1 (twice), 10, Jul 13 and 25
Whitby, North Yorkshire
Trent: Jun 5, 10, 17, 21, 30, Jul 6, 9 and 21
Relief D Class: Jun 3, 10 (three times) and Jul 14
Whitstable, Kent
Relief Atlantic 21: Jun 1, 2, 5 (twice), 7 and 8 (twice)
Atlantic 21: Jun 10, 15, 20, 29, Jul 10, 12, 15, 16, 19 and 27
Wick, Highland
Trent: Jun 27 and Jul 14
Wicklow, Co Wicklow
Tyne: Jun 3 and 20
D Class: Jun 3, Jul 21, 24 and 27
Withernsea, East Yorkshire
Relief D Class: Jul 23
Yarmouth, Isle of Wight
Arun: Jun 1 and 2
Relief Arun: Jun 21, 26, 29, Jul 6, 10 and 22
Youghal, Co Cork
Atlantic 21: Jun 1, 5, 14, and Jul 8
On Passage:
ON1104 Brede: Jul 19
ON1057 Arun: Jul 23

The services listed are for those which returns had been received at RNLI Headquarters by 17 October 1997. There may be other services for which returns had not been received.

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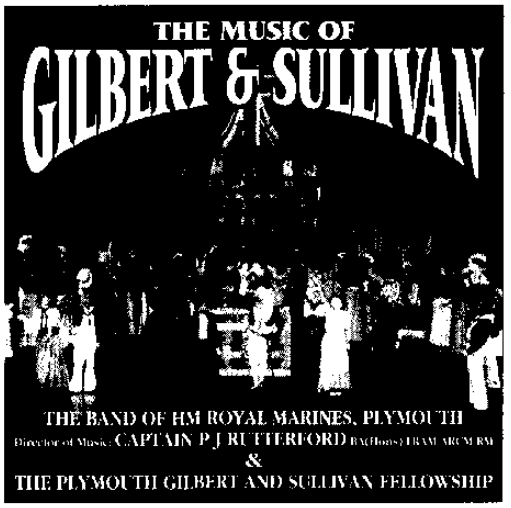

The Band of Her Majesty's Royal Marines, Plymouth is one of the oldest bands in Britain with over 200 years of music making in the Plymouth area for the Royal Navy and Royal Marines. Today the band consists of some 70 musicians all of whom play two or more instruments and can form a wide variety of combinations ranging from full concert band to full symphony orchestra as well as many smaller combinations such as dance bands or pop groups. This is in addition to the ceremonial and marching engagements the band performs throughout the world.

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The present Director of Music of the Plymouth Band is Captain Peter Rutterford who took up the appointment in October 1996. Peter joined the Royal Marines Band Service as a Junior Musician in 1964 and was commissioned in 1986. He has made a number of previous recordings and has also conducted various Gilbert and Sullivan societies and choirs throughout the country.

The Plymouth Gilbert and Sullivan Fellowship is the oldest such society in Britain and celebrates its 75th anniversary in 1998. The Fellowship is dedicated to the performance of the operas of Gilbert and Sullivan and annually perform one of the operas in the Theatre Royal, Plymouth as well as many concerts and charity functions in the area. An energetic chorus of over 50 voices with accomplished principals and soloists, the company is one of the finest in the country.

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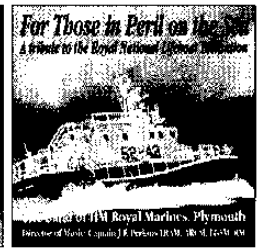

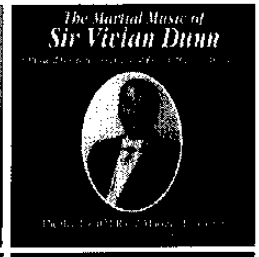

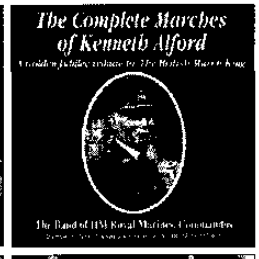

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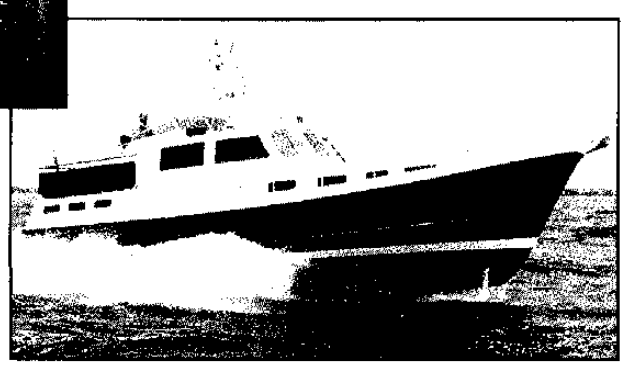

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