

# The ***Lifeboat***

Spring 1998

*The magazine of the RNLI*

## In this issue...



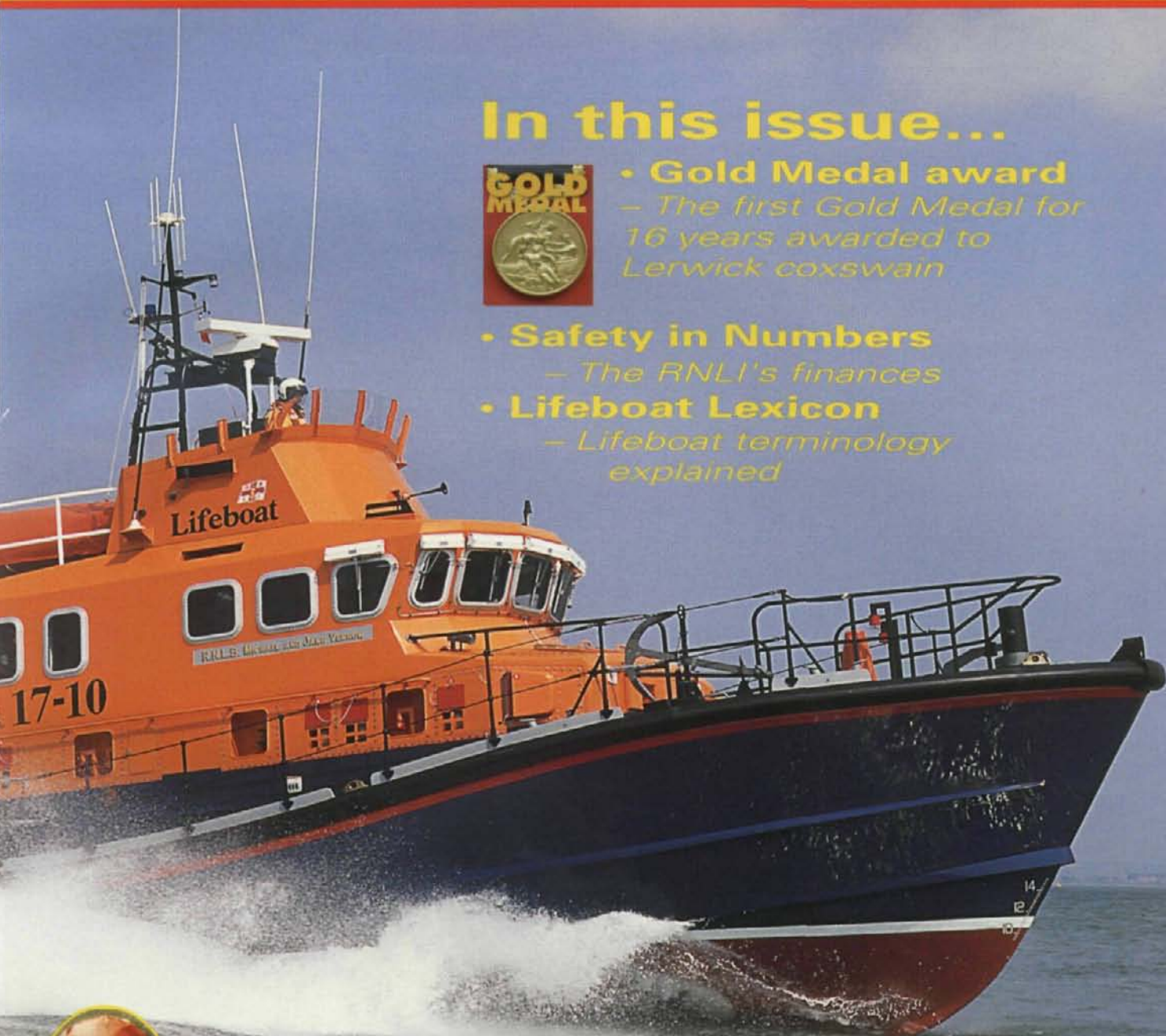
- **Gold Medal award**  
– *The first Gold Medal for 16 years awarded to Lerwick coxswain*

- **Safety in Numbers**

– *The RNLI's finances*

- **Lifeboat Lexicon**

– *Lifeboat terminology explained*



### Hewitt Clark

Awarded the RNLI's Gold Medal for the rescue of five men in Force 11 winds and 15m seas

Full story – page 8



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# The Lifeboat

Spring 1998

In this issue...

## Volume 56 Number 543

The magazine of the **Royal National Lifeboat Institution**  
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## Front Cover



A contrast in conditions for Lerwick's Severn class *Michael and Jane Vernon*. The main photo shows her on trials before going on station while the inset shows her alongside *Green Lily* in Force 11 winds. The service won her coxswain Hewitt Clark (also inset) a Gold Medal – full story page 8.

Service photo from Coastguard Agency video

## News and Views

2

The latest news from and about the RNLI

## Lifeboat Services

8



Including the service at Lerwick which led to a Gold Medal, five Bronze Medals and two Thanks on Vellum

## Safety in Numbers

18



The RNLI has fought to achieve a sound financial footing – we look at why its safety net is vital

## A Shore Thing

20

Howard Richings continues his look at the Institution's shore facilities

## Lifeboat Lexicon

24



Confused by maritime and lifeboat terminology? We try to help...

## High Seas...

26

More lifeboat stations from the air

## Bookshelf

28

A look at some of the latest books on lifeboats and the sea

## Past and Present

32



The previous Gold Medal in Scotland was 56 years ago...

## People and Places

33

Around and about the RNLI

## Your Letters

35

Readers views on all aspects of lifeboats

## The Fundraisers

37

How some of the RNLI's funds are raised

## Lifeboat Launches

42

Station-by-station lifeboat launches for August, September and October 1997



# NEWS



## NEWSPPOINT

There could only be one topic for Newspoint in this issue – the remarkable service by the Lerwick lifeboat to *Green Lily*, which led to the award of the first Gold Medal for 16 years to her coxswain and a further five Bronze medals to her crew.

Both Coxswain Hewitt Clark and the lifeboat were operating at their very limits when the *Severn* went in to the rock-bound coast in atrocious conditions. Hewitt's skill, courage and seamanship were breathtaking, as was his confidence in his crew – and his lifeboat.

This service was truly the coming of age of the *Severn*, once the subject of ill-found press criticism when the prototype suffered minor damage on trials. Her Fibre Reinforced Composite construction took punishment which would probably have caused serious damage to any other material, her sea-going ability was proven beyond doubt and her power and manoeuvrability were put to the severest of tests.

She came through with flying colours, but the narrow margins of error, and the omnipresent risks for the rescue services, were underlined by the tragic loss of helicopter winchman Bill Deacon.

*Severns* cost around £1.7m each, but there are six lifeboat men and five survivors who cannot have

the slightest doubt that they are worth every penny.

By chance this issue also contains an article looking at the RNLI's financial position. Having fought back from the doldrums of the mid-70s when it was living almost hand-to-mouth the RNLI is now in a strong position – with the financial backing to develop first-class lifeboats like the *Severn* and put them in the hands of men like Hewitt Clark.

The link between the people with the collecting box and the people in the foul-weather gear could hardly be better demonstrated. Both are essential to the modern lifeboat service.



(Above) The Lerwick crew left to right: Ian Leask, crew member; Michael Grant, crew member; Brian Laurensen, Emergency Mechanic; Peter Thomson, Emergency Mechanic; Richie Simpson, 2nd coxswain and Hewitt Clark, coxswain/mechanic.

(Right) Lerwick's *Severn* class lifeboat, Michael and Jane Vernon



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News items should be received by 24 April 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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## Lifeboat launches still increasing

Figures released by the RNLI in February show that lifeboat launches are still maintaining their upward trend.

Provisional statistics show that lifeboats launched 6,754 times (6,466 in 1996) and saved 1,424 lives (1,307 in 1996). This is an average of over 18 launches and 4 lives saved each day. A further 1,138 people were landed and 4,120 brought ashore, making a total of 6,682 people assisted in 1997.

A breakdown of the figures shows that lifeboat services to pleasure craft account for 54.3% of services – continuing to be the largest proportion of statistics – and

services to merchant/fishing vessels accounted for 14.7% of total services. In 1997 lifeboats spent a total of 9,448 hours at sea with 3.6% of total services carried out in winds of Force 7 and above and over 40% of services carried out in darkness. Since 1824, lifeboats have saved 131,270 lives.

## Beyond the Millennium

The RNLI has to look well into the future so that it will be able to provide the kind of lifeboat service needed as both types and patterns of casualties change and technology moves ever onward.

A major review of the future of lifeboats is under way at the moment, with members of the operational, design and technical teams taking a completely fresh look at the whole subject of lifeboats and their uses.

By re-analysing the data available from a huge number of recent services the project team has looked at every element of the RNLI's service, ranging from the ancillary equipment carried aboard a lifeboat to the lifeboat's capabilities.

Although the RNLI has a detailed five year plan, which is reviewed annually, this project, called 'Lifeboats Beyond 2000', is intended to take a much broader view of how the lifeboat service might develop over the next two decades.

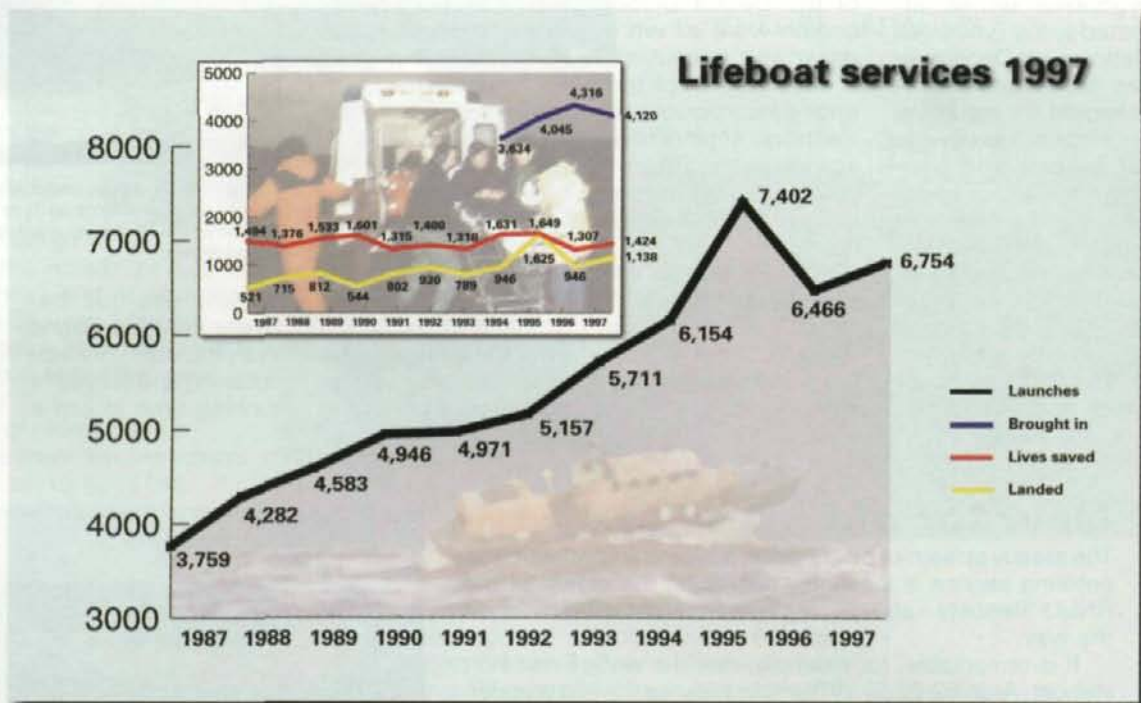
### The Lifeboat on audio tape

**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**



After twelve months work the project team has been able to prepare a report which outlines its main findings, which will now be considered by the Institution and its Committee of Management.

Among the main findings were:

- No significant changes will be needed in the present location of lifeboat stations.

- Each Operational Division will need between 45 and 60 new lifeboats over the period.

- Some new lifeboat designs will be needed, particularly a shorter-range, fast-response all-weather boat and some additional capabilities provided for all inshore lifeboat classes.

- A detailed review should be carried out of all of the ancillary equipment carried by lifeboats.
- The favoured plan to meet the demands of the next two decades will cost some £870m.

- A current review of crew training procedures should take the 'Lifeboats Beyond 2000' report into account.



'Lifeboats Beyond 2000' identified a need to provide inshore lifeboats with even greater capabilities



# NEWS

## Tyne class problems

The cause of engine problems which affected some Tyne class lifeboats last December has been identified. A schedule for returning the lifeboats to service will be prepared once intensive trials, under way as we went to press in mid-February, have been completed.

Although the problem had caused damage on only a few engines, thirteen boats which had been fitted

with the DDEC version of the Detroit Diesel engine were all withdrawn as a precaution.

This version of the engine incorporates an electronic engine management system, which gives better controllability and extra power.

However, under the severe conditions in which lifeboat engines operate the injection timing being used was causing the piston

crown to overheat.

The engine specification is unique to the RNLI and is therefore not a problem which has been experienced in other applications.

Modifications have been implemented and a programme of shore tests and sea trials is under way as we write.

In order to prove the effectiveness of the modifications two lifeboats will be running



*The severe conditions under which lifeboat engines operate caused some problems on Tyne's fitted with a modified version of their engines. A solution has been found and trials are under way.*

day-in, day-out between Eastbourne and Weymouth, each notching up a full year's running time in just a

few weeks.

The engine manufacturers are meeting the full cost of the modifications.

## New for old...

The steady stream of new Trents, Severns and Atlantic 75s entering service is inevitably displacing the oldest of the RNLI's lifeboats – and passing some notable milestones on the way.

It is remarkable, for example, that the ex-St Peter Port lifeboat, Arun 52-02 *Sir William Arnold* was the last wooden lifeboat to be sold by the RNLI when she found a new owner in mid-February 1998. Built in 1973 she had served the Institution for the best part of a quarter of a century before being replaced by the station's new Severn.

Only three wooden Aruns were built – 52-02 *Sir William Arnold*; 52-01 *Arun* (now sold to a commercial operator in Scotland) and 54-03 *Edward Bridges* (now in the collection of historic lifeboats at Chatham).

Another first is the availability of secondhand Atlantics, with earlier 21s coming on to the market as they are replaced by 75s. Previously an Atlantic 21 could be re-hulled, re-tubed, re-consolidated and re-engined as needed, keeping the 'original' lifeboat in service almost indefinitely!

Of the displaced Waveney many are likely to continue their work as lifeboats in far-flung places. So far the lifeboat organisations in New Zealand, Mexico, Chile, South Africa, Uruguay, Granada and Iceland have all expressed interest in ex-lifeboats



which are coming up for sale.

There is a change too in the likely use for ex-lifeboats. In the past many have become yachts, with a few acting as ferries, trip boats and even fishing boats. The later generation – all 'fast lifeboats' – are much more likely to continue as working boats. Companies involved in pipe laying, ferries, fishery operators and harbour authorities are showing an interest in the ex-lifeboat fleet, although one fortunate soul is considering an Arun as a yacht. Undoubtedly a yachtsman of considerable taste!

Many of the extremely highly-thought-of Atlantics will go to private owners, but at least one sailing club has decided that one would make an extremely effective safety boat!

Not surprisingly lifeboats can achieve good prices secondhand, although in the past the system of tendering individually for each boat led to one or two bargains. Plans are afoot to offer the first of each class for tender to establish a base price and then to work on a fixed-price system.



*(Above) Arun 52-02, the last wooden lifeboat to be sold by the RNLI sits in the Poole Depot in the grey livery applied to all boats before they are sold. (Inset) Depot Manager Liam McKenna looks after ex-lifeboat sales. (Left, top) Liam checks the cover on one of the first Atlantics to come up for sale. (Left, lower) A clutch of Waveney's at the Depot quay. The outer boat, 44-017, was due to leave Tilbury for New Zealand in March where she will join another Waveney and a Brede in the New Zealand lifeboat fleet.*



## Margate then...

Last year marked the centenary of the loss of Margate rescue surfboat *Friend to all nations* along with nine of her crew. The surfboat was operated by a group of local boatmen in tandem with the RNLI lifeboat – generally the same men would crew both boats.

The centenary was marked recently by several events including a local parade and church service – and while doing some research into the disaster, Margate lifeboat crew came across a photo of the old RNLI lifeboat *Quiver No. 1*, taken the very same year.

They hit on the idea of recreating the scene 100 years later to mark the centenary, and as you can see the background has changed very little, unlike the boat and launching animals!



## ...and now



Colour photograph: Mike Harvey.

## THE LONDON INTERNATIONAL Boat Show 98

### Good show

The RNLI's presence at the 1998 London International Boat Show once again proved to be a great success. Financial income, including sales items, membership recruitment and donations, was up 13% on last year's total – £10,000 was raised by the hard working Chelsea Pensioners alone who rattled collection boxes at passing visitors.

A very unusual, but successful naming ceremony took place at the show on 13 January. The Atlantic 75, *Toshiba Wave Warrior*, resplendent in the RNLI's new 'tango' orange colour

scheme, actually formed part of the stand's permanent display (see below). Simon Walker, skipper of Toshiba's yacht *Wave Warrior* which took part in the BT Global Challenge, actually had to clamber up on the lifeboat to name her! *Toshiba Wave Warrior* was provided by a donation from Toshiba and money raised by sponsorship of the four lifeboat crew members who took part in the challenge on board Toshiba's yacht. (See corporate fundraising report on page 40).

The four crew members; Jack Goldie from Largs, Haydon Edwards from Craster, Angela Morris from Fishguard and Chris Gaskin from West Kirby also manned the RNLI stand for four days during the show as well as crew members from Blackpool, Brighton and Queensferry.

Former Beirut hostage John McCarthy, broadcaster and writer, presented the RNLI's annual Public Relations awards to Ulster TV, the Western Morning News, volunteers who maintain the Institution's *Lifeboat!* gallery at Chatham's historic dockyard and Eric Ward St Ives coxswain on 14 January. John also signed copies of the new RNLI promotional video, 'Lifeboats 2000', which he presents.

The RNLI stand, manned by volunteers from the London area has three aims – to promote awareness, to encourage support and to promote sea safety.





# NEWS

  
**175 years**  
of saving lives at sea

*Right - The ex-RNLI lifeboat Ramsay Dyce, ON 944, which served at Aberdeen, Lochinver and in Shetland.*

*The vessel is maintained in the original colours of 1958 and, externally, is original. It is owned by Keith Oliver of Lerwick.*

## Calling all old lifeboats!

Do you own an interesting ex-RNLI lifeboat that is seaworthy and smart?

As part of its 175th anniversary celebrations, the RNLI is preparing to host a spectacular flotilla of lifeboats old and new from the UK, Republic of Ireland, Europe and further afield, around Poole Quay on a day to be decided during the week of 20 June 1999. There will no shortage of brand new state-of-the-art lifeboats but, in order to mark 175 years of saving lives at sea, a feature of the flotilla needs to include some historic boats.

There are many interesting old lifeboats out there able to make the journey to Poole. The old boats could muster at the Historic Dockyard at Chatham and sail to Poole with boats from The Royal National Lifeboat Collection at Chatham. It is hoped that, once in Poole, there will be a Royal Review of the fine collection of boats. Each participant will receive a commemorative item to mark the occasion.



The flotilla is being held during the week of the 18th International Lifeboat Federation Conference which the RNLI is hosting in Bournemouth. Already delegates from 20 countries have indicated that they will attend, making it a truly world-wide event.

If you would like your boat to be considered please apply in writing as soon as possible with

full details of your boat and, if possible, your proposed crew, together with a current photograph of the boat to: Frances Aldridge, Anniversary Project Manager, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

If your application has been successful you will receive a invitation to attend.

The number of places will be limited and first come will not necessarily mean first served. We are keen to include examples of as many classes of ex-RNLI lifeboats as possible, and lifeboats in good condition with a colourful past will have the best chance of selection.

Other plans for celebrating the 175th anniversary are continuing apace and regular updates will appear in these columns.

## On the 12th day of Christmas...



*Left to right - Mr and Mrs Tomlinson, Andrew Hartwell, MD of George Hartwell Ltd, Brendan Eley, Andrew Malyon, Gerry Knight, Mrs Maylon and Mrs Knight.*

... the RNLI gave a brand new Peugeot 306 to Gerry Knight from Ballymoney, Northern Ireland, whose ticket was pulled out first in the RNLI's Grand Car Draw.

Gerry and wife Elizabeth could hardly believe their luck when they were invited to travel to England in January to be presented

with their car by Brendan Eley, the RNLI's regions fundraising development manager, at George Hartwell Ltd in Bournemouth.

RNLI regional manager for Northern Ireland, Beth Duffin said: 'Coleraine, Castlerock and Ballymena branches sold the most tickets in the province for the draw so it is fitting that someone from North Antrim should win first prize.

'Indeed congratulations are in order to both Gerry and to the members of Coleraine and Castlerock RNLI branch who have sold the winning tickets as part of their exceptional fundraising efforts during 1997 - this is a just reward,' said Mrs Duffin.

Andrew Malyon of Fareham, Hampshire was second in the draw and Mark Tomlinson of Thames Ditton, Surrey, came third - both receiving Peugeot 106 cars.

Over 280,000 car draw tickets were sold in 1997, raising over £140,000 for the lifeboat service.

## New D class for Whitby

A very cold and wet afternoon greeted guests on 6 December for the naming ceremony of the new Whitby lifeboat *OEM Stone II* which was funded by Miss Olive Stone.

The new 4.9m D class lifeboat is the second lifeboat to be funded by Miss Stone, the first being an Atlantic 21 which operates in the RNLI's relief fleet. Despite a bad fall one week prior to the naming ceremony Miss Stone was determined to get through to Whitby to name the lifeboat, although this required a long journey from South Yorkshire accompanied by two paramedics.

Mr Jim Hall, chairman of Whitby lifeboat station started the proceedings and the lifeboat was then handed to the RNLI by Olive Stone. The lifeboat was accepted by Mr Ian Bryce, member of the RNLI committee of management and delivered into the care of the station. Following its acceptance by Arnold Harper, station honorary secretary, a service of dedication was lead by Rev. M Asbitt. Mrs Sheila Crabtree, chairman of Whitby ladies lifeboat guild proposed a vote of thanks and Miss Stone was then invited to name the lifeboat *OEM Stone II*.



## Slippery customer...

The RNLI's technical department is making progress with the new Fast Slipway Boat (FSB2) project, developing a class of lifeboat which is due to replace the Tynes from 2002 onwards.

Tenders have been received from a number of boatyards which are in-



terested in working with the RNLI and building the new lifeboat, although at the time this issue of **The Lifeboat** went to press no firm decision had been made on the contract. There are likely to be many changes before the new lifeboats appear on the coast, but the drawing gives an indication of what they may look like.

## New Years Honours

The following have been honoured with the award of the MBE by Her Majesty The Queen in the New Years Honours for services to the RNLI:

**Ann Banner**, chairman/treasurer of the former Billingham ladies guild.

**Rodney Burge**, coxswain of Amble lifeboat.

**Graham Taylor**, coxswain/mechanic of Filey lifeboat.

**Michael Wheeler**, former superintendent of the RNLI Poole depot.

**Neil Workman**, station honorary secretary of Red Bay lifeboat station.

**Mrs Myrtle Pollard** of Liskeard branch was also awarded the MBE for services to the community in Liskeard, especially to the RNLI and Oxfam.

## Prototype renamed

The prototype Severn class lifeboat used for training is to be renamed *Peter and Marion Fulton*, in honour of Lt Cdr Fulton, one of the RNLI's longest serving contributors to operational training.

The lifeboat was originally named *Maurice and Joyce Hardy*, in order that a gift of Maurice Hardy could be commemorated during his lifetime. The name was transferred, as agreed with Mr Hardy before his death, to the new Fowey lifeboat.

## AGM and APA reminder

The RNLI's 1998 Annual General Meeting and Presentation of Awards will be taking place on Thursday 21 May at the Barbican Centre at 1130 and 1430 respectively.

Supporters attending the Presentation of Awards in the afternoon will have the exciting opportunity to see Coxswain Hewitt Clark of Lerwick receive the Institution's Gold Medal for gallantry.

## Lady Vernon

With deep regret we report that Lady Vernon, wife of Sir Michael Vernon, a vice-president and former chairman of the Institution from 1989 to 1996, has sadly passed away following an illness bravely borne.

## Win a French gîte holiday

The Summer Lifeboat Lottery features another marvellous first prize – a one week French gîte holiday kindly donated by Brittany Ferries.

The prize includes ferry crossings and self-catering accommodation for up to five people, and the winner can select their choice of gîte or holiday home from the Brittany Ferries brochure.

This holiday is an excellent way to explore France and to enjoy the many pleasures it offers. An additional £500 spending money will enable the winner to really savour the delights for which France is famed – including good food, wine and Gallic hospitality.

The Summer lottery also offers a further eight cash prizes that range from £100 to £1,000.

If you would like to receive or require more tickets, please ring Rebekah Rose on the lottery hotline: (01202) 663219.



*Just imagine this setting with peace and quiet, wonderful food and fine wine... A chance of winning a delightful French gîte holiday of your choice is a mere 50p!*

## Start your engines...

In February work was well underway on the new engineering training facility at the RNLI's Poole training centre.

The facility, which will consist of a classroom and engineering workshop, has been designed to teach all RNLI mechanics engineering principles and fault finding. A selection of running main engines, generators and auxiliary machinery has been installed to provide hands on experience in fault finding and repair.

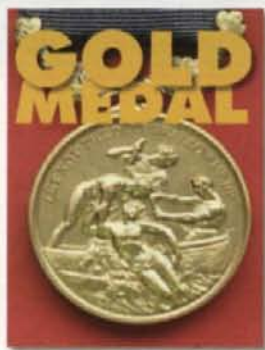
Two new courses will be established to replace the current mechanics course at the ITE training consultancy in Bournemouth – the RNLI will now be able to train mechanics using RNLI machinery.



*RNLI chief of operations, Michael Vlasto, starts the first engine in the new training facility at Poole.*



# LIFEBOAT SERVICES



One Gold Medal



Five Bronze Medals



Two Thanks on Vellum



## Heroism and tragedy as ship goes ashore in 50ft breakers

With a 3,000-ton cargo vessel just yards off a rock-strewn coastline, and being driven inexorably ashore by breaking seas almost 50ft high, the crew of the Lerwick lifeboat had just one option if they were to save any of her 15-man crew. In incredible conditions they took their Severn between the casualty and the shore and with only yards to spare snatched five people to safety.

Their heroism and skill earned Coxswain Hewitt Clark the RNLI's highest honour, the Gold Medal, with Bronze Medals for each of her other five crew.

Tragically Bill Deacon, winchman on the Coastguard helicopter which saved the 10 remaining survivors lost his life when he was swept from the casualty. The RNLI has recognised his courage with a posthumous Thanks on Vellum, with a joint Vellum also going to the remainder of the aircraft's crew.

The conditions during this service were truly horrendous. A south-easterly of up to Force 11 had been battering Shetland for three days, and all ferry sailings had been suspended. The seas had time to build up to gigantic proportions, rolling in to the rocky coastline up to 50ft high.

In these conditions the refrigerated cargo vessel *Green Lily* developed engine trouble on the morning of Wednesday 19 November

1997, when she was about 15 miles to the south-east of the lifeboat station.

Although the Coastguard told honorary secretary Magnus Shearer about the problem at 0850 the lifeboat wasn't needed at that time as tugs had been alerted and were on their way to the scene.

The 225ft tug *Tystie* from Sullom Voe and the 210ft rig supply ship *Gargano* from Lerwick both set off for *Green Lily's* position, and by 1149 everything appeared under control. *Gargano* had established a tow line and was headed for Dales Voe Base just north of Lerwick where she planned to rendezvous with *Tystie*.



(Left) This is the comparative shelter of Bressay Sound – but the 55ft, 37-ton lifeboat still has to climb at an angle of 45° to surmount the seas on her way to the casualty.

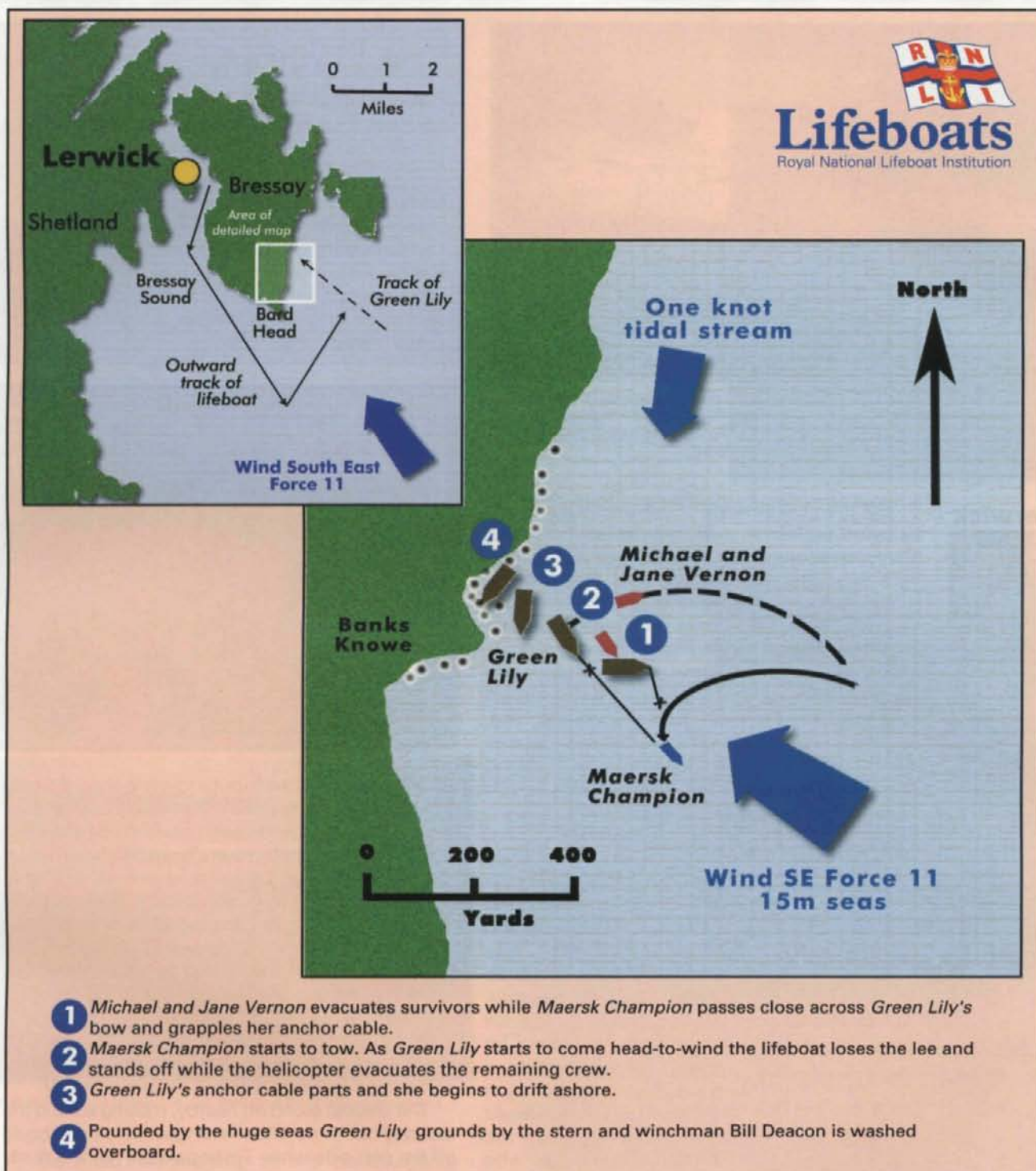
Stills from a video shot from the Coastguard helicopter show the size of the seas during the service – despite the flattening effect of photographing them from the air. In photo **A** the tug *Tystie* manoeuvres close to *Green Lily* to put a tow line aboard while the lifeboat stands by. In photo **B** the Severn closes in. The tow parts and with *Green Lily's* bow away from the wind and creating a slight lee the Severn has an opportunity to go in. Photo **C** shows the lifeboat being lifted by a sea as she approaches *Green Lily's* port rail... and photo **D** catches the moment when the casualty's crew arrive on deck and are waiting to be taken aboard the lifeboat.



Continued on page 10



# LIFEBOAT SERVICES





# LIFEBOAT SERVICES



(Above) Green Lily is well and truly ashore and being pounded by the giant breakers as 'Rescue Lima Charlie' searches fruitlessly for winchman Bill Deacon. (Right) The size of the seas sweeping Green Lily are apparent from this angle. (Inset) Green Lily's Master Ezio Abram

## Lerwick



Gold Medal  
service  
continued

But then the severity of the conditions began to cause problems. Just over half-an-hour later Gargano reported that the tow had parted, and with wind and sea conditions as they were it would take at least an hour to re-establish it.

With *Green Lily* drifting ashore at about two knots the situation was obviously now very serious, and at 1255 Lerwick's Severn *Michael and Jane Vernon* was asked to launch and the Coastguard helicopter 'Rescue Lima Charlie' was scrambled.

Inside Bressay sound (see chart) there was some shelter, if that is the word, with the wind south-east at Force 9 to 10 and seas over 15ft high.

### Severity

Coxswain Hewitt Clark took the lifeboat out of the sound while the crew strapped themselves in and prepared for what was obviously going to be an extremely rough passage. Out of the sound the full severity of the storm hit them—Force 11 winds and seas now rolling in from the open sea—and Hewitt Clark had to slow the lifeboat down as she climbed seas which were now almost 40ft from trough to crest.

Giving the extreme seas off Bard Head a reasonable berth the lifeboat altered course to the north-east towards *Green Lily*—which was now only a mile and a half from shore and still drifting towards it at 2 knots. With the seas now just aft of the beam the Severn could show her paces and despite the massive waves she was able to average more than 20 knots, arriving at the scene at 1350.

The rescue helicopter had also arrived, but she could not attempt to lift anyone clear with the ship beam-on to the seas and rolling violently.

The tug *Tystie* had arrived ten minutes before

## The Lifeboat...

**Severn Class 17-10**, built 1996

*Michael and Jane Vernon*

Funded by a gift from Mr J. Young and the Lerwick Lifeboat Appeal and named after the RNLI's Chairman from 1989 to 1996 and his wife

**Length:** 17m (55ft 9in) **Beam:** 5.5m (18ft)

**Displacement:** 37.5 tonnes **Speed:** 25 knots

**Construction:** Fibre Reinforced Composite

**Range:** 250 miles **Crew:** Six

Powered by two Caterpillar turbocharged diesels, each producing approximately 1,200bhp.

**Class introduced:** 1995



and immediately tried to put a tow line aboard *Green Lily*. Manoeuvring as close as he dared to the casualty her skipper managed to get a heaving line aboard in a matter of minutes, but there were only two men on the fo'c'sle of *Green Lily* and they were struggling to get the line aboard by hand—despite assurances by the Master that power was available at her windlass.

Eventually a third man appeared on the fo'c'sle, the line was taken aboard and by 1402 *Tystie* was able to report that the tow line was made fast.

*Green Lily* was still drifting inexorably shorewards in the violent conditions and was now so close that the waves were being reflected from the cliffs, sometimes reaching 50ft and breaking heavily.

The lifeboat stood off nearby, moving around the casualty but more often finding what lee she could off her port side while *Tystie* paid out her line ready to take up the tow.

### Grave

But at 1410 another catastrophe struck. In the massive, confused seas *Green Lily* was thrown heavily to port at the same moment that the tug was thrown to starboard. The winch could not pay out fast enough to prevent the line snatching, stranding and finally parting. *Green Lily* was now less than a mile offshore; engineless; with no tow line aboard; and the helicopter could not work the violently rolling deck. The situation was grave.

Hewitt Clark asked the Master to drop *Green Lily's* anchors to try to reduce her drift, but as he stood by off her port side in rapidly worsening conditions he did not feel that there was anything further they could do to help.

'Coxswain Clark demonstrated enormous courage, leadership, determination and seamanship...  
...the crew of the lifeboat are an example of teamwork, courage and tenacity...'

Guy Platten, Divisional Inspector of Lifeboats for Scotland in his official report of the service

Some of the photographs on these pages are not of the highest technical quality. Some are stills from a video-tape and all were taken under the most appalling lighting and weather conditions. We feel that the content far outweighs any technical short-comings



# LIFEBOAT SERVICES

## ...and her Crew

### Coxswain Hewitt Clark



Pilot Boat skipper. Joined the crew in 1965 and Coxswain Mechanic since 1979. Hewitt is currently the RNLI's most decorated lifeboatman with one Gold, one Silver and three Bronze medals and four Thanks on Vellum.

### Second Coxswain Richard Simpson

Fish wholesaler. Joined the crew in 1983 and Second Coxswain since June 1997. Previous gallantry awards: one Bronze Medal and two Thanks on Vellum.

### Emergency Mechanic Peter Thomson

Oil Depot Manager. Joined the crew in 1983, previously joint Second Coxswain/Assistant Mechanic for nine years. Previous gallantry awards: one Bronze Medal and two Thanks on Vellum.

### Emergency Mechanic Brian Laurenson

Marine Engineer and Fisherman. Joined the crew in 1987. Previous gallantry awards: one Bronze Medal.

### Crew member Ian Leask

Driver. Joined the crew in 1989. Previous gallantry awards: one Bronze Medal.

### Crew member Michael Grant

Butcher. Joined the crew in 1995. Previous gallantry awards: one Bronze Medal.



All that remained of Green Lily just two days after she went ashore.

There did not seem to be any great urgency aboard the casualty and it wasn't until 1425 that one anchor was let go, on a relatively short scope.

The anchor did at least slow her drift and swing her bow about 45° into the wind, but by now she was less than half-a-mile from the shore.

Seas were breaking over her and she was still rolling so violently that the helicopter could not attempt an evacuation.

Hewitt Clark realised that whatever the dangers some sort of approach would have to be made if anyone aboard *Green Lily* was to be saved.

The only possible approach was on the casualty's port side, to take advantage of what little lee there was, but to do so put the lifeboat between the rocks and the drifting casualty with very little searoom in which to manoeuvre.

## The helicopter crew

### Joint Thanks on Vellum:

#### Captain Norman Leask

Based at Sumburgh, 13 years with Bristows and 22 years of SAR experience.

#### Co-Pilot David Gribben

Senior First Officer, based at Sumburgh. Seven years with Bristows.

#### Winch Operator Paul Mansell

Aircrewman, based at Sumburgh, 10 years with Bristows.

### Thanks on Vellum:

(posthumous)

#### Winchman Bill Deacon

Aircrewman, based at Aberdeen, 10 years with Bristows and 27 years SAR experience.

*Bristow Helicopters are contracted to operate the SAR Coastguard services out of Sumburgh, Stornaway, Portland and Lee-on-Solent by the Coastguard Agency.*

• Captain Norman Leask is not related to lifeboat crew member Ian Leask



Survivors from Green Lily are landed and taken to hospital. None were seriously injured.

## 'She did well...'

The Severn took a tremendous pounding alongside *Green Lily* but damage to the lifeboat was remarkably slight and almost entirely superficial – a resounding testimony to the strength of her Fibre Reinforced Composite hull.

There was some damage to the anchor stowage and a stanchion and short section of toe rail had been torn from the deck, leaving the attachment flange still stuck to the deck. The toe rail is designed to fail in this way to avoid damage to the hull. There was also some damage to the fendering, a short section of which had been pulled away and in the region of the most severe impact there was a tiny area of delamination just 9in by 2in.

When the hull was examined from the inside there was no sign of any damage whatsoever, and just two pints of water had entered through some slackened bolts through the deck.

All of her equipment functioned perfectly throughout the service.

Both the coxswain and the RNLI's surveyor were in no doubt that the damage would have been far more severe on a conventional glassfibre lifeboat hull.

Hewitt remarked on the boat's power in the conditions and, with the masterful understatement of lifeboat coxswains who have successfully dealt with 50ft breaking seas and Force 11 winds, he added 'she did well, she's amazingly strong'.

Despite the extreme risks this was the only option, so Hewitt contacted *Green Lily's* Master and urged him to get his crew ready to evacuate before it was too late.

Taking to the upper steering position, exposed to the weather but with better visibility, he ranged the remaining crew along the lifeboat's starboard side and made ready for the approach.

The lifeboat closed to within 20ft or 30ft of the casualty's side, at times lifted above her decks on a crest and at others below her waterline in a trough. It seemed to take some time for the survivors to appear, with the casualty constantly drifting closer and closer to the shore, but eventually six or eight men made their way down

The superb seamanship of the crews of all three tugs is also to be acknowledged by the Institution. The RNLI's Director, Brian Miles, will be sending Letters of Appreciation to the Masters of *Gorgano*, *Tystie* and *Maersk Champion*.



# LIFEBOAT SERVICES

## Lerwick



Gold Medal  
service  
continued

the casualty's port deck wearing lifejackets – and carrying their luggage.

Operating at the very limits of the boat and his experience Hewitt made his first approach, driving the lifeboat's starboard shoulder against the ship's side. There was a constant danger of the lifeboat and casualty rolling towards each other, with potentially catastrophic results, and as soon as the lifeboat was lifted to deck level he had to abort the attempt and go hard astern on both engines to take her clear.

With the shore growing ever closer Coxswain Clark made numerous attempts to put the lifeboat alongside, often having to back away because of the violent motion of the two boats in the vicious seas.

Whenever the decks of lifeboat and casualty were level the crew grabbed a survivor and literally hauled them over the ship's rail and on to the lifeboat. Each time a survivor was brought aboard

Hewitt had to take the lifeboat clear by going astern on one engine to swing the stern out, then astern on both to pull her clear. Only then could he line up for another run.

### Slammed

Every time the lifeboat went alongside she was slammed into the unyielding side of the ship, and the crew

were convinced that she must eventually suffer serious damage. On one run the lifeboat became trapped alongside and, afraid that *Green Lily* would roll on top of her, Coxswain Clark had to go full ahead on the port engine and astern on the starboard to pull the stern round. This did cause some damage, with a stanchion, some toe rail and a short length of fendering carrying away.

Crew member Michael Grant was clipped on to the guard rail where the stanchion carried away but with the help of crew member Ian Leask the stanchion was brought back aboard and Michael's harness re-fastened to a secure point further aft. He tore a tendon in the process, but carried on regardless of the pain.

With each passing minute the mass of seething

white water which was the shore was growing closer and the lifeboat was left with less searoom. Sometimes no-one was at the rail when the lifeboat went in, and on another run a survivor had such a firm grip on his luggage that the crew could not lift him aboard.

Unknown to the lifeboat crew the rig supply vessel *Maersk Champion* was attempting one last desperate manoeuvre.

In an excellent display of seamanship her Master drove his vessel close across *Green Lily's* bow, managed to grapple her anchor cable, paid out some line and began to tow her to seaward.

As her bow began to swing up into the wind the slight lee on her port side disappeared and the lifeboat could no longer get alongside. Just 200 yards from the shore she broke clear with five survivors aboard and stood by.

However, the manoeuvre which had stopped the lifeboat working made it possible for the helicopter to move in, for with the ship now head to wind the motion was considerably reduced.

As 'Rescue Lima Charlie' began the dangerous work of lifting the remaining ten survivors *Green Lily's* anchor cable parted and her fate was sealed. Her bow paid off to starboard and very soon she was driven ashore by the stern, swung round beam-on and pounded by the huge breakers. It was approximately 1455.

### Snagged

Tragically the helicopter winchman, Bill Deacon, was washed overboard from *Green Lily* by a huge breaking wave and lost. He had helped ten men to safety before he lost his own life. The helicopter's winch wire also became snagged shortly afterwards and had to be cut to free the aircraft.

With conditions so extreme close to the shore the lifeboat dared not venture in close enough to search for Bill Deacon and returned to Lerwick to land the survivors.

*Michael and Jane Vernon* returned to the scene as soon as possible and made a close pass along the coast to try to find Bill Deacon. She was forced to abandon the attempt and turn head to sea after the first pass as darkness was falling and *Green Lily* had already started to break up. The water was littered with cargo debris, steel hatchcovers, pallets, oil and lines and the lifeboat's decision to abort the search was made after a huge wave broke over her quarter leaving debris and a film of oil all over her.

'There is no doubt that the crew members rescued would have perished had it not been for your heroic selfless actions on that atrocious winter's day...'

Glenda Jackson, Minister of Transport, in a letter to Hewitt Clark

## The previous Gold Medal...



The last Gold Medal was awarded 16 years ago, posthumously to Coxswain Trevelyn Richards of the Penlee lifeboat. The award followed the tragic loss of the 47ft Watson class lifeboat *Solomon Browne*, her entire crew and four survivors she had taken off the coaster *Union Star*. The crew members were also awarded posthumous Bronze Medals.

The lifeboat had launched on the night of 19 December 1981 in circumstances with chilling parallels to the service to *Green Lily*. *Union Star* had also lost power and was drifting towards a rock-bound coast in storm force winds; conditions were so

severe that a helicopter could not lift the survivors; and the lifeboat was working in extreme conditions just yards from the shore, being hurled against the side of a commercial vessel.

In 1997 however the lifeboat and her crew escaped with their lives – although the ever-present dangers are well illustrated by the sad loss of a brave helicopter winchman.







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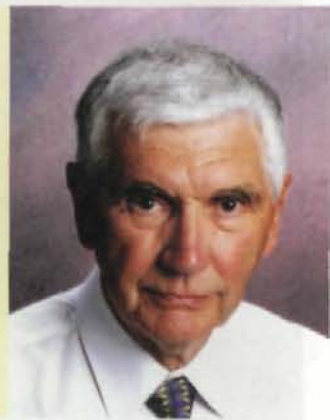
Mr and Mrs Bacon were among the first Shoreline members, Mr Kennedy has supported the RNLI since he first

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*Mr Kennedy, Glasgow*



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LJ8/4



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

*Miss Rampton, Surrey*

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## Tyne tows coaster and crew to safety in worsening weather

When the 210ft coaster *Ina* lost power off the Devon coast on 4 November 1997 she soon found herself aground by the stern on the Mewstone, just off Bolt Head. With a south-easterly Force 7 blowing, and worse to come, Salcombe's relief Tyne *Mariners Friend* launched just seven minutes after being alerted by the Coastguard at 1628 and was soon on her way to help the ship and her seven-man crew.

It took around 20 minutes for the lifeboat to reach *Ina*, finding her aground and with her starboard anchor out – its cable hampering the most obvious way of approaching her.

Coxswain Frank Smith decided to take *Mariners Friend* in astern towards the casualty's port bow, and at the first attempt a heaving line was passed successfully.

The onshore near gale was kicking up a rough sea up to 10ft high on the lee shore and once *Ina*'s crew had been persuaded to go forward and take the tow line Frank was able to let out about 100 fathoms (600ft) of line and begin to take up the weight of the tow.

It was clear that the casualty could be towed clear by the relatively diminutive lifeboat despite the wind and sea conditions, so the master was asked to weigh his anchor as the lifeboat took up the strain.

The coaster came off the rock relatively easily, but in the strong winds and lively sea both lifeboat and casualty slipped astern into Stonehole Bay before the Tyne was able to get way on both vessels.

However it did not take long to gather momentum and soon both vessels, with the lifeboat working hard against the Force 7 wind and 10ft seas, were

moving forward and out into deeper water some one-and-a-half miles clear of the shore.

By this time *Ina*'s crew had been able to restart her engine and, once satisfied that the vessel was under her own power and in no immediate danger, the lifeboat released the tow at 1753, returning to her station by 1815.

*Ina* was able to make the safety of a sheltered anchorage in Torbay under her own power.

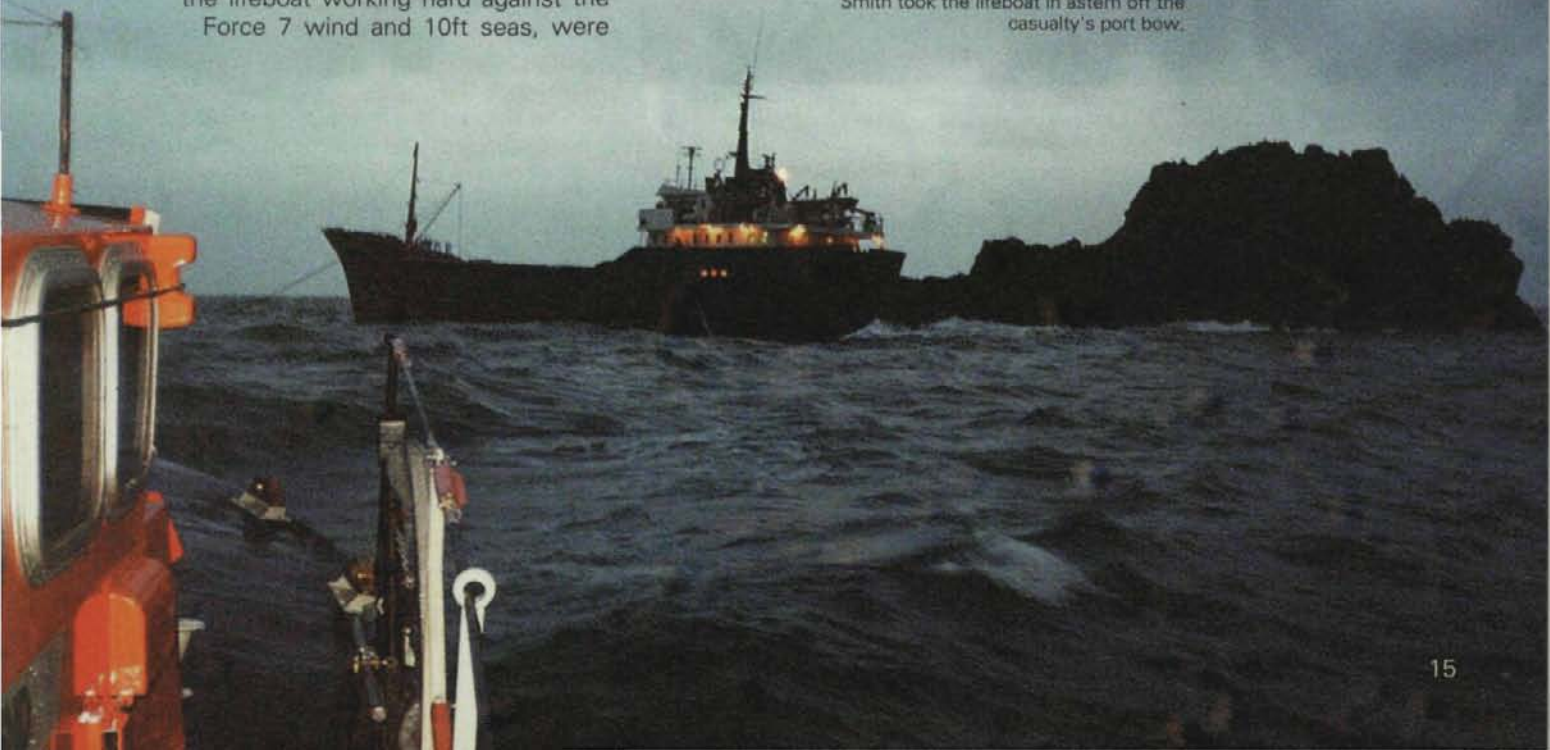
Although the service was made to look simple by the lifeboat and her crew the honorary secretary's comments in the Return of Service point out the potential dangers:

'This was a very professional service, conducted quickly and efficiently. *Ina* would definitely have broken up at Bolt Head in worsening weather on a lee shore if the lifeboat had not successfully towed her off the rock. One hour later the wind had reached Severe Gale Force 9...'

In gathering darkness Salcombe's relief Tyne class *Mariners Friend* approaches the stranded coaster *Ina*. Her starboard anchor cable blocks the obvious approach, so coxswain Frank Smith took the lifeboat in astern off the casualty's port bow.



• The service earned Coxswain Frank Smith a Letter of Thanks from the Institution's Chairman.





# LIFEBOAT SERVICES

## Sick watch-leader evacuated from sail training ship

WHILE St Helier's Tyne was away for engine repairs (see story page 4) the relief Waveney Thomas Forehead and Mary Rowse II was involved in a medical evacuation from the 130ft sail training ship *Malcolm Miller* on 24 November 1997.

Watch-leader Paula Trewick was taken ill while the schooner was on passage from Plymouth to St Malo, and after seeking medical advice on the radio, the master decided she be taken to hospital as soon as possible.

St Helier was the nearest port, but the conditions made approaching the harbour difficult, so with the casualty just under 20 miles to the southwest the lifeboat launched at 1113.

Despite poor visibility and a Force 7 wind she was alongside the 300-ton vessel a little over an hour later.

The photo shows the difficulties involved in putting a 44ft lifeboat alongside a sizeable ship in a 10ft swell and rough conditions. Although the lifeboat disappeared under the schooner's stern at one point and the seas almost threw the lifeboat against the steel side of the ship a successful approach was finally made and the casualty and her partner safely transferred.

After being landed in St Helier Paula was diagnosed as suffering from pneumonia and later flown home to Cornwall after treatment.

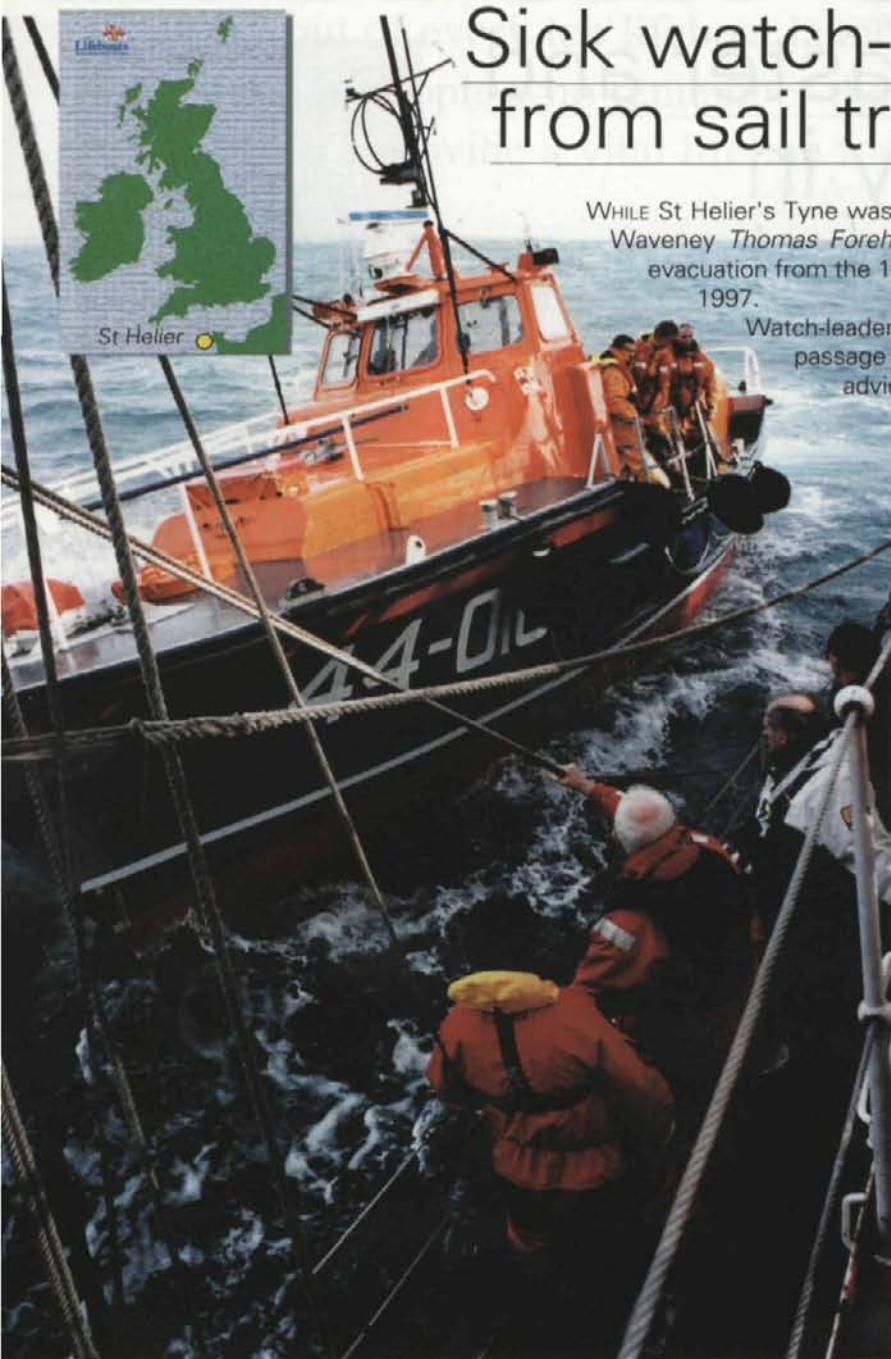
## Five saved from stranded fishing vessel

THE 75ft MFV *Graceful* begins to break up shortly after her crew of five had been taken off by Arklow's Mersey class lifeboat in the early hours of 28 November 1997.

The lifeboat had managed to float a pump down to *Graceful* and even to attach a tow – although the casualty was too firmly aground to move.

Eventually coxswain Edward Dillon had to take the lifeboat in towards the fishing boat's starboard quarter in seas up to 10ft from trough to crest and with less than 6ft of water under her.

After four attempts – some aborted when the seas threatened to throw the Mersey into the casualty – all five men were safely taken off and landed at Arklow.





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# Safety in Numbers

Congratulations! Thanks to the hard work and dedication of the RNLI's supporters the lifeboat

service is now on an extremely sound financial footing, and looks set to continue that way. Twenty years ago things were far from rosy, but after a remarkable fight back the RNLI now has the resources available to look to the future with confidence.

Essential projects such as new 25-knot lifeboats, long-term plans for improved cover and faster response times and reducing accidents through the Sea Safety campaign are only possible because the RNLI has a strong financial base and the resources to see them through. **Mike Floyd** explains why we should all be very proud of the RNLI's strong position and adequate reserves.

**T**he RNLI is unique, we all know that, but have you ever stopped to think just how unusual our lifeboat service really is?

The Institution is a registered charity, like many in this country which provide a service to those in need and which get their funds from the generosity of the public at large.

Yet it is extremely unusual, and perhaps unique, for a charity to make a commitment to the government, in this case the governments of both the UK and the Republic of Ireland, to provide a service which those governments are obliged to provide under international law.

While some people's gut reaction may be to think 'how shocking' it is in fact a situation which both the RNLI and the vast majority of supporters and sea users find very satisfactory.

As a charity, and with volunteer crews and fundraisers, the Institution can concentrate on providing the best possible lifeboat

service. It avoids becoming a political football with its funding subject to whims of politicians, changes of government or cut-backs inspired more by the need to save money than the best interests of those on the receiving end of the service.

The RNLI differs from almost every other charity in other ways too.

Many charities set out to raise as much as they can simply

because their main purpose is to distribute that money – or services bought with it. The more they receive the more they can distribute.

This is an excellent aim for, as an example, charities providing aid to the third world. More in, more out – a simple equation.

But the RNLI does not simply set out to raise as much money as it possibly can. Long experience and good planning enables the RNLI to make a good estimate of what it will cost to run an efficient lifeboat service for some years ahead, and plan to raise the money needed to do it.

However one difficulty is that a large percentage of the RNLI's income comes from legacies, and legacy income is notoriously hard to predict. If it should raise more money than planned, all well and good. But to fall short would mean digging into its pockets to find the difference or cancelling some essential spending.

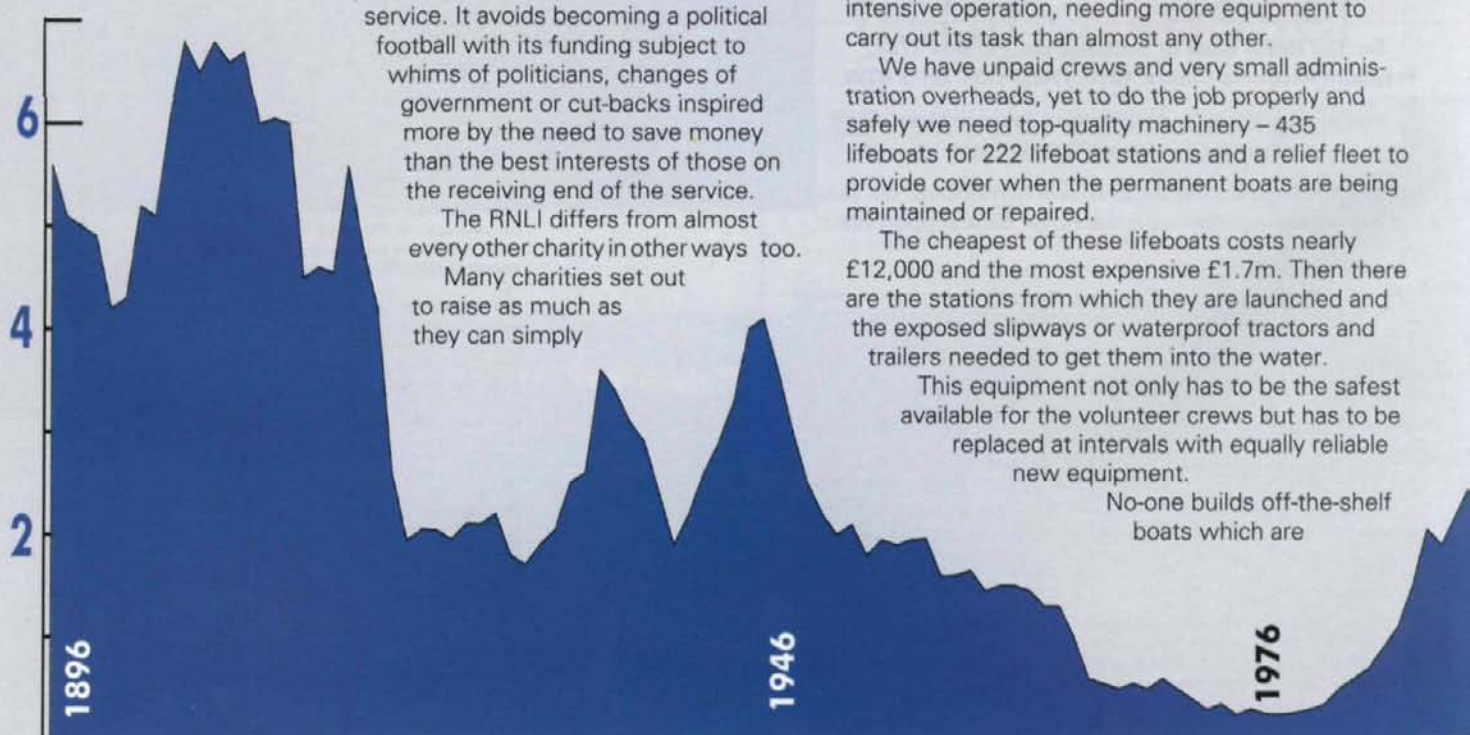
Again in direct contrast to the majority of charities the lifeboat service is a very capital intensive operation, needing more equipment to carry out its task than almost any other.

We have unpaid crews and very small administration overheads, yet to do the job properly and safely we need top-quality machinery – 435 lifeboats for 222 lifeboat stations and a relief fleet to provide cover when the permanent boats are being maintained or repaired.

The cheapest of these lifeboats costs nearly £12,000 and the most expensive £1.7m. Then there are the stations from which they are launched and the exposed slipways or waterproof tractors and trailers needed to get them into the water.

This equipment not only has to be the safest available for the volunteer crews but has to be replaced at intervals with equally reliable new equipment.

No-one builds off-the-shelf boats which are



RNLI free reserves expressed as number of years' annual expenditure



capable of 25 knots in appalling conditions and self-right after a capsize, so most of this equipment has to be specially developed.

All-weather lifeboats have a useful life of around 25 years, so at least another £1.7m (at today's prices) has to be available when the time comes to replace them.

This predictable spending pattern has to be funded from a relatively unpredictable income, but on top of the predictable expense there could be a major unexpected bill at any time. Who can say whether a storm might cause hundreds of thousands of pounds of damage to a slipway, or a lifeboat be so badly damaged during a rescue that she has to be written off?

Against that background someone in the RNLI has to put their signature to an order for a lifeboat which might not be delivered for more than a year and which could cost more than one-and-a-half million pounds. Would any prudent person sign up for even a new car twelve months in the future without being certain that they will have the wherewithal to pay for it?

## Ready for the worst

As recently as the mid 1970s the lifeboat service was living almost literally hand to mouth. Inflation was raising costs and undermining income and for some years the RNLI had only a few weeks running costs in hand. Any major unplanned expenditure or a sudden, and entirely possible, further drop in income would have caused major problems.

The RNLI fought back from that position until now it is proud that it could run for just under three years on the money it has put by.

But it can't be complacent. Just one disastrous day of an economic crisis could wipe out months of lifeboat running expenditure, although of course the RNLI's investments are designed to minimise such a risk. The return of high inflation, which almost brought the service to its knees in the '70s, would slash the three-year figure.

The RNLI's '96 accounts show it has about £188m put away. This may sound like a lot of money – but at best it would run the service as it is now for just 32 months. It wouldn't allow any improvements in cover in that time; it wouldn't see the new fast slipway boat project through to completion and it wouldn't allow the RNLI to



The rough weather abilities of the Severn class helped coxswain Hewitt Clark save the life of five men last November. In a service which won him a Gold Medal the lifeboat's strength was tested to the extreme when massive seas hurled her against the side of the ship time after time. Neither the crew nor those rescued could have had the slightest doubt that she was worth the £1.7m she cost to build. Here the crew of Valentia's Severn show the kind of dangers encountered on a rugged coastline.

explore other ways of saving life at sea, such as the highly successful Sea Safety preventative measures.

£188m is a comfortable cushion against an unpredictable world but is a necessary precaution, as a glance at the graph opposite shows just how up-and-down the RNLI's finances have been over the years.

Funds are still needed constantly so that the cushion remains intact. To allow voluntary income to fall, to do nothing about a potential decline in legacies or to allow that cushion to be eaten away would be suicidal for an organisation committed to saving lives – not only this year and next but into an unforeseeable future.

So, if any one tells you that they won't contribute because the RNLI is already 'too rich', please put them straight on a few points.

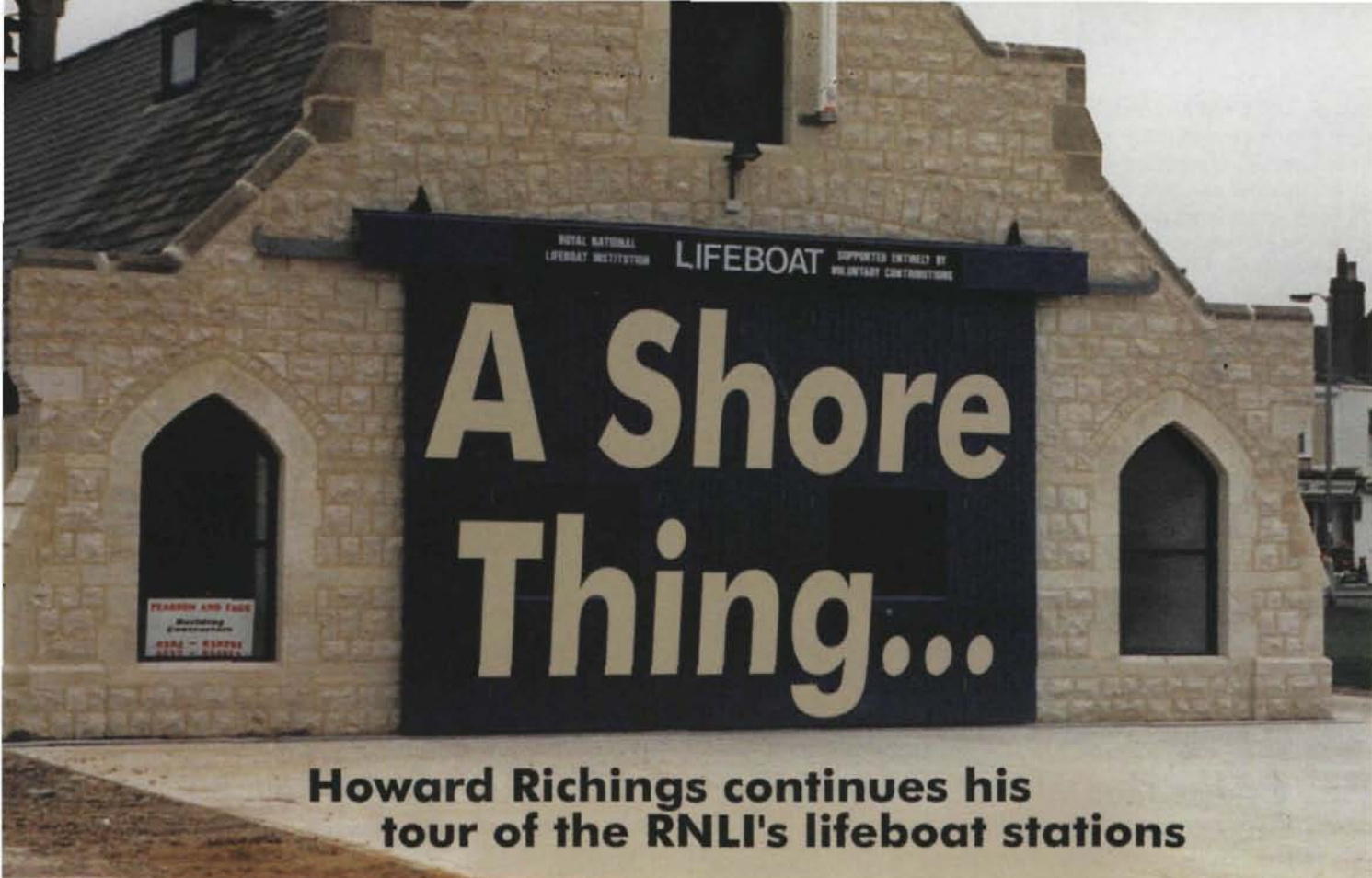
Tell them that it's a charity which runs a government rescue service; that it has a massive capital investment in other peoples' safety and that it has to make large financial commitments for many years ahead.

But, most of all, it is a prudent organisation that wants to be sure that it can carry on saving lives well into the future. And that is something it cannot do by living hand to mouth.



You could hardly find a more hostile environment for a building, surrounded by water and exposed to the full force of whatever the North Sea can throw at it. The old station and slipway at the pier end here at Cromer is beyond repair and its replacement will cost £2.7m. It is being built to take the worst weather imaginable – yet the unexpected could still happen, here as at any other station, saddling the RNLI with a massive and unexpected bill for repairs.





## Howard Richings continues his tour of the RNLI's lifeboat stations

It's an ill wind that blows no good. 1998 certainly began in fine style if one was into windsurfing, whereas in January 1997 it would have required an icebreaker to have made an early start from Burnham or many other Southeast coast marinas.

The stream of Atlantic depressions from late 1997 into the New Year brought severe gales, unusually high temperatures and unseasonal thunderstorms. Whether or not global warming is really happening our climate's variability will keep us guessing until any effects are well established.

While waiting for the gales to abate it is worth casting an eye back up the East Anglian coast, for while sensible folk were tucked up with mulled wine and seasonal fayre the mild winter weather and a lack of easterly winds allowed excellent progress to be made on the rebuilding of the **Cromer** slipway station. Major concrete pours were completed before Christmas - 350 cubic metres (840 tonnes) being pumped on one day along the pier to form the main boathouse floor slab and set up a good working platform out of

reach of all but the worst of the weather.

Observant readers may have noted that while dashing for cover in Burnham last year we failed to put into **Walton and Frinton**. Here conditions can, at times, make life a little lively for small vessels as the crew, who board the station's afloat Tyne from a boarding boat can vouch. During the last few years a shelter for helpers on the pier and new refuelling facilities have been provided, together with improvements to the souvenir sales outlet and changing facilities, but so far no practical and economic solution to improving the boarding system can be found.

Leaving Burnham on the last leg of this southward section of the journey a short voyage takes us to one of the country's most famous seaside entertainment centres. If length is important then **South-end** must be a winner! The crew have a choice of boathouses, with a D class inshore lifeboat based at the landward end of the world famous pier and a second D class and an Atlantic 21 a mile-and-a-half away at the outer. Fire and wayward vessels have severed the pier but failed to curtail the activities of this unique station, which shares with Blackpool the distinction of having three operational lifeboats. In the near future it will also share with that town the advantage of a new boathouse as an application for planning consent is about to be submitted for a new boathouse at the outer end of the pier.

The pier is a listed structure and any development will require the consent of English Heritage. The existing pier end boathouse uses the existing raised public sun deck as a roof, the RNLI merely providing the four walls and the davit which launches both lifeboats. Unfortunately the upper deck has been unsafe for public access for several years due to corrosion and demolition is planned as part of the local council's plans for redevelopment. The project has gone through several incarnations, including

Rye Harbour's lifeboat house sits atop a substantial base and piles extending deep into the sedimentary mud on the west bank of the river Rother. The station operates an Atlantic 75



Architects: Bonedesign Associates. Photo: Steve Bond



being part of an unsuccessful Millennium bid, and the RNLI has finally decided to go it alone and provide a new independent building - this time with its own roof!

The project will be yet another challenge in building in an 'interesting' location, as all materials will have to come along the pier or arrive by sea.

A short passage across the Thames estuary brings us to the north coast of Kent and to **Sheerness** where an Arun lies afloat at a berth in the harbour. Improvements to the shore facilities are planned once a suitable site can be obtained.

This not a problem at **Whitstable** where in anticipation of the arrival of an Atlantic 75 in the year 2000 plans have already been produced for a completely new boathouse on the same site as the existing building. This should be completed in 1999 in time for the new arrival.

**Margate's** boathouse was able to accept the station's new Mersey in 1991 without major works. Improved facilities for the crew have, however, been planned for some time and work should be completed during 1998 on improvements to changing facilities, training room and souvenir shop.

Rounding the NE corner of Kent we arrive at **Ramsgate** where one of the RNLI's major projects is just being completed. Entering into the harbour, carefully dodging the ferries, the new boathouse can be seen at the outer end of the Commercial Pier. Work on this £650,000 project started in the summer of 1997 with a civil engineering contract to pile through the pier's revetment and to build a suspended reinforced concrete deck as a base for the boathouse and the davit which launches the inshore lifeboat.

This first phase of the project was completed on time in 1997 and the building contractors started work in early November - with completion due in 1998. The project also includes a berthing pontoon for the Trent and dredging to ensure adequate water depths for both lifeboats.

Moving on to the south we next spot the distinctive **Walmer** boathouse, with its flying buttresses, set on the town's broad beach.

The boathouse was carefully modified in 1991/92 to take an Atlantic 21. Its flying buttresses make it one of the Institution's most interesting boathouses and also posed a challenge for our designers and contractor. The boathouse had to be lengthened and so the front was dismantled and reconstructed some 6m seaward!

The bustling port of **Dover** literally marks a turning point in our journey as our course begins to swing to the west, passing through not only one of the busiest sea lanes in the world but also an area which has seen some of the most extensive improvements to RNLI facilities.



Architect: Ralph Wood Engineers; Postford Duviver

At **Littlestone-on-Sea** major improvements were completed in 1993 to house an Atlantic 21 and provide the crew with modern facilities.

To appreciate fully the location of **Dungeness**, the next station along the coast, one really needs to swap the small boat for a plane. From the air the vast sweep of the shingle beach is impressive. The boathouse - venue of many a local dance - appears almost stranded by the broad expanse of beach which has to be traversed by the Mersey on her tractor-hauled carriage. Despite the rising trend of sea levels this station has had to be relocated several times to keep within range of the retreating sea as the beach built up over the years. Recent additions to the existing boathouse following its adaptation for the Mersey have included a new crew room in 1994.

Moving further west and entering the estuary of the river Rother requires fine judgement but it is comforting to know that help is not far from hand. The boathouse at **Rye Harbour** sits prominently on the west bank of the river, sharing with its larger sister station at Hastings a distinctive colour scheme of blue walls with white window surrounds.

The salt marshes and flats which have so reduced Rye's accessibility as a commercial port since the middle ages also produced foundation conditions which greatly added to the 'hidden' costs of the new boathouse, which has an undercroft and rests on piles sunk deep into the estuarial muds.

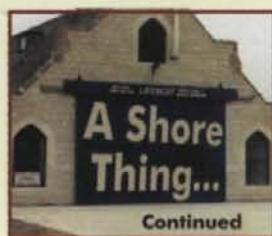
Approaching **Hastings** the town's fishing fleet can be seen drawn up on the shingle beach in front of the historic Old Town, with distinctive black ship-lap net lofts set against the cliffs of the East Hill. It is within this sensitive setting that the RNLI's new boathouse sits.

Hastings received the first operational Mersey class lifeboat in 1989, when the boat was squeezed into the existing boathouse by lowering the floor. Once essential work to house the other 30 Merseys had been completed attention turned back to Hastings where, in addition to the normal requirements for modern crew facilities and better housing for all-weather and inshore

The new boathouse at Hastings provides good accommodation for both Mersey and D class, together with good facilities for the viewing public at this popular holiday destination.

**'The boathouse had to be lengthened so the front was dismantled and rebuilt some 6m seaward!'**





(Right) Seen from the air the piers at the entrance to Shoreham Harbour shows the development of the port over the years. The lifeboat station is circled.

lifeboats, launching and beach grading equipment it was recognised that there was special case for providing better facilities for visitors. The station had long been a recognised destination for school parties from the London area and was also popular with holidaymakers.

Planning started in 1994 and a scheme acceptable to the planning authorities was designed by a local architect, working with the RNLI's consulting engineers. Work started in January 1995 and was completed within the year at a cost of just over half-a-million pounds.

Visitors to the station can now view the lifeboat from a glass-fronted room which can accommodate large parties and is fully accessible to the disabled. The decision to provide facilities which went beyond pure operational needs was justified by the educational value and the long-term need of the Institution to ensure that the public was aware of the work of the RNLI.

In common with Hastings our next port of call, **Eastbourne**, has both an all-weather and inshore lifeboat and has also seen a major change in the facilities provided for both lifeboats and crews. We mentioned the recycling of the timbers from the old slipway at Eastbourne in a previous issue, where they were used in protective works at Wells-Next-the-Sea.

This was all part of a major change to lifeboat operations in the town. An afloat Mersey in the outer, tidal basin of the new Sovereign marina replaced the slipway launched Rother, and the old boathouse was renovated and converted in 1995 to take the station's inshore lifeboat, while a new shore facility building of the all-weather boat was built in the marina. Eastbourne is one of the few stations where the two lifeboats are too far apart to share facilities.

Time and tide dictate that we must pass by



**Newhaven**, noting that there is more to be done here to provide the facilities that the crew deserve. The old slipway boathouse is still maintained to house a relief Tyne but the station now operates an afloat Arun.

Westwards from Newhaven mother nature has not been kind to the sailor of small boats and it was for that reason that in the early 1970s the Brighton Marina sprung out from the chalk cliffs and, as described in the Winter issue of **The Lifeboat**, provided the home for the RNLI's first floating boathouse. The station has long awaited modern crew facilities and planning consent was granted early this year for a new building which should, subject to agreements, be built before the end of the year.

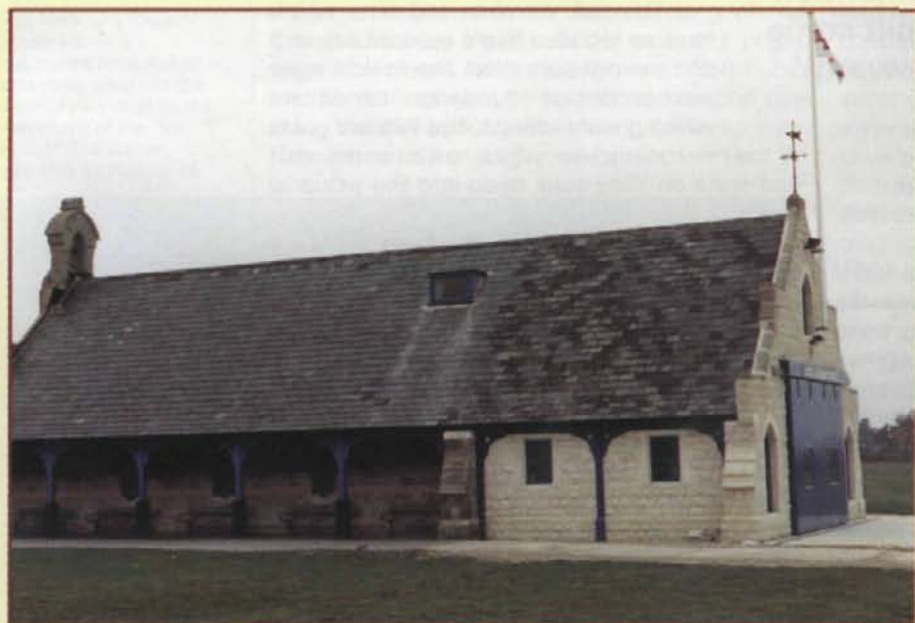
Although not as large as the Brighton Marina breakwater the several arms of the protective breakwaters to **Shoreham Harbour** are interesting, and when viewed from the air indicate how the port has evolved. The station's Tyne launches from a slipway boathouse within the protection of the port. In 1991/92 extensive repair work was carried out on the reinforced concrete substructure of the station to give the building a new lease of life. Working in confined conditions under the building the 'spalled' concrete was cut back, the corroded reinforcing steel replaced and then rebuilt using spray concrete techniques.

A little time ashore would now seem to be the order of the day as the summer weather inevitably makes the coastal waters rather crowded. A short lay up in **Littlehampton** will allow time to chase up progress on the proposals for the new facilities which are in the preliminary design stage.

Subject to various negotiations with the local authority and other interested parties firm plans should be in place for the construction of a new boathouse which may well form part of a larger redevelopment of the east bank area of the Arun estuary.

Before setting sail again, to look further westward in forthcoming issues, it may also be prudent to check with the Tornado Warning Centre – as the next station down the line is Selsey, where the effect of Global Warming may have manifested itself earlier this year!

Walmer's distinctive boathouse had to be lengthened to accommodate the station's Atlantic – the front of the building was rebuilt 6m to seaward!





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# LIFEBOAT

Sea users have a language all of their own, and when you add the terms brought in by new technology and the demands of a specialised operation such as the lifeboat service the potential for confusion can be enormous!

In *The Lifeboat* we try to explain some of the terms as we go, but readers have often asked us for more explanations of technical terms. So here it is, the first in our occasional series of Lifeboat Lexicons. Usage varies and we have had to generalise in places, so experienced sailors will have to bear with us while we attempt to unravel some of the mysteries...

## Radio

**VHF** In the maritime context 'VHF' is a type of two-way radio which uses Very High Frequency radio waves. The sets are compact (not much bigger than a car radio), relatively inexpensive and are fitted to all commercial and the vast majority of pleasure vessels. Hand-held sets are also available, they are very small and light and can be transferred with a lifeboat crewman to keep in contact with a casualty.

The range of VHF is limited to 'line of sight' (the aerials must be able to 'see' each other) and so the higher the aerials are mounted the better. The maximum ship-to-ship range is usually about 20 miles, although a Coastguard station with a cliff-top aerial may do better. A simple exam is needed for the certificate to operate a marine VHF.

The range of frequencies available is split into 'channels', some for ship-to-ship conversations, some for harbour control, some for ship-to-shore. One channel, **Channel 16**, is used to make initial contact before switching to a 'working' channel and is also used for all emergency work. The Coastguard has a private channel, **Channel Zero**, which lifeboats and other emergency services can use but which is not available for use by other vessels.

**MF** For longer range radio work MF, or Medium Frequency, radio is used. The signals can follow the curvature of the earth and are not limited to 'line of sight'. The sets are bigger than

those for VHF (typically about the size of a large portable stereo) and use more electrical power. A more complex exam is needed for the certificate to operate them and although every commercial vessel carries an MF set they are not often found on yachts or very small fishing boats.

**DF** The initials stand for Direction Finding, and DF equipment can be used on both VHF and MF radios. A DF set automatically calculates the direction from which a radio signal is strongest and displays the compass bearing to it. If this is the casualty the lifeboat can then use the DF display to home in on the vessel. If two or more DF bearings can be obtained (perhaps from Coastguard stations ashore) then the actual position of the vessel can be found.



(Left) The MF receiver and transmitter are near the crew member's left hand with the MF DF set above. The much smaller VHF radio is by the crew's right hand



(Above) The masthead-mounted VHFDF aerial on a Trent



# LEXICON



## Wind and water

**Wind Force** The speed of the wind at sea is given either in knots (nautical miles per hour) or more usually as a number on what is called the Beaufort Scale. Although originally introduced by Admiral Sir Francis Beaufort in 1808 and referring to the effect of the wind on the square rigged ships of the time the Beaufort scale has stood the test of time well, with a few minor alterations.

**Forces 0 to 3** equate to pleasant breezes up to 10 knots (12mph). A **Force 4** (11 to 16 knots) could, in some circumstances, create waves likely to cause small boats some difficulty while **Forces 5 and 6** (described as Fresh and Strong Breezes respectively and peaking at 27 knots) give some exciting conditions for any small boat. **Force 7** is a Near Gale (28 to 33 knots) and **Gale Force 8** is 34 to 40 knots. Conditions are now becoming very unpleasant indeed, and become even more so as we approach **Severe Gale Force 9, Storm Force 10** and above. The scale was extended to Force 12 in 1939 and later up to Force 17 (118 knots), allegedly the speed at which the recording instrument self-destructed!

The pressure exerted by the wind increases as the square of the speed, so the force exerted on an object actually **doubles** with each extra Beaufort Scale number.

**Tides** Tides are the up-and-down variations in the sea level resulting from the gravitational pull of the moon and the sun, and sailors usually refer to high and low water rather than high and low tide. Tidal streams are the movements of the water resulting from the change of level and, unlike the wind, are described by the direction in which they are heading - a southerly tidal stream and a northerly wind are going in the same direction!

As the relative positions of the moon and sun change, the pull which they exert is not constant. When they are working together (roughly twice a month) they produce **Spring Tides** which have the highest high waters and the lowest low waters. In between they work against each other and at their weakest (again roughly twice a month) cause **Neap Tides** which are less high and less low than Spring Tides. As less water is moving from place to place at Neap Tides the tidal streams produced are much weaker than at Spring Tides.

In most of the UK and Ireland there are roughly two high waters each day, the second being some 12hrs 25 minutes after the first, although this can be effected by other factors such as the shape of the coast - Southampton and Poole for, example, have four high waters in each cycle.

(Left) A foredeck-mounted bollard, often referred to as a sampson post.

## On Deck

**Lines, warps and cables.** What would be known ashore as a 'rope' becomes a 'line' or 'warp' aboard a boat. A line used for a specific purpose is usually identified as such, for example a heaving line is a light line easily thrown to another vessel which can then be used to haul a heavier tow line across. Warps are usually used to secure a vessel, either alongside with a mooring warp or to an anchor with an anchor warp. 'Cables' are usually wire ropes, stronger but more difficult to handle, and are normally reserved for larger vessels.

**Cleats and bollards.** Lines often need to be attached ('made fast') quickly and securely and then released ('let go') easily, sometimes under load. 'Cleats' have been developed to do just this and although they come in many shapes and sizes they all share these common attributes. Normally lines are wound round them in a figure-of-eight fashion so that friction holds the line rather than a knot (a hitch' or 'bend' in seaman's terms) which might jam when wet or under load.

Bollards serve the same purpose but are larger and often used to secure tow lines. When using a single bollard a hitch is sometimes needed, not to take the strain but to hold the line in place, and special knots have been developed which can be released easily.

**Fairleads.** Fairleads are devices which alter the direction in which a line leads or hold it in the right position while allowing the line to move freely within it. Chafe is a major problem with lines at sea and a fairlead is designed to be as smooth as possible and not to pinch or kink the line more than necessary. A large fairlead at the bow is used for anchor warps and this, and some other towing fairleads, may have one or more rollers built in to reduce chafe on the line.

(Top) Lifeboat fairleads open to admit the line and then clamp closed. (Right) A fairlead at the sternhead incorporating a roller.





# High Seas

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



The beautiful setting of Mallaig is evident, with Loch Nevis stretching away to the east. The harbour entrance faces north between Coteachan Point and Sgair Dearg lighthouse on some off-lying rocks just visible at the extreme left. In the last year a new breakwater has been added further protecting the entrance.

The station's Arun lies on a mooring off the dog-leg Fish Pier while the boathouse itself occupies the right hand corner of the Fish Market building.

The harbour has a tidal range of about 18ft and these photographs were taken towards high water.

**Main photo (left) Ref 651526**

**Detailed photo (below) Ref 651530**



## Mallaig – Scotland Division



## Lough Swilly – Ireland Division



The main photo looks south from the boathouse and slipway in the foreground towards the town of Buncrana. The slip faces almost west and, with a 12-mile fetch towards the south conditions can get very rough when launching and recovering the station's Atlantic 75 and D class. The boathouse was built in 1995, before that the small stone shed at the top of the low pier was used to house the inshore lifeboat – with water lapping at the doorway at spring high water!

The large stone structure nearby is a coastal defence fort, built in 1812 to keep Napoleon at bay.

**Main photo (left) Ref 671041**

**Detailed photo (above) Ref 671034**





Port Erin – North Division

The new boathouse at Port Erin on the Isle of Man, shown under construction was officially opened early last year. The steep slipway for the Atlantic faces north towards Bradda Head and has a specially adapted tilting trolley. To the right of the station on Breakwater Road is Raglan Pier sheltering the small drying harbour and to the extreme left can be seen the remains of a short-lived pier. Although destroyed by storms in the 1880s its ruins serve a useful purpose in providing shelter for the slip at low water.

The pictures were taken at about quarter-tide – the range at springs is over 30ft!

**Main photo (left) Ref 639380**  
**Detailed photo (below) Ref 639387**



Great Yarmouth and Gorleston – East Division

Great Yarmouth and Gorleston's lifeboat (a Waveney in the photo, since replaced by a Trent) lies afloat in a special pen on the western side of the harbour. Opposite is a commercial quay used by rig support vessels. The main view looks south, with the entrance to the harbour on the left, facing east.

The nearer of the two buildings, with the flag, is the shop and museum with the operational section and Atlantic boathouse to the north. The lifting gantry giving access to the lifeboat has a radio controlled link so that it can be raised and lowered from the lifeboat.

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



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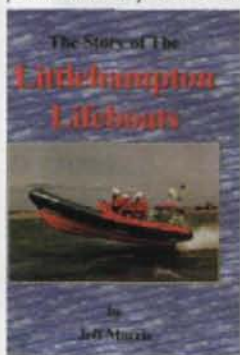
## Lifeboat station histories

### The Story of the Littlehampton lifeboats.

(updated 2nd edition)

by Jeff Morris

published by the author



This volume is an updated second edition of one of a popular series of booklets produced by the honorary archivist of the Lifeboat Enthusiasts Society in his normal, comprehensive format.

This new edition brings the history of the lifeboats stationed at Littlehampton right up to date, and includes accounts of past and present rescues with plenty of detail for the interested reader.

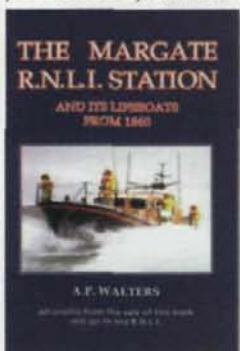
As usual this volume is illustrated with modern and contemporary photographs and will provide a valuable record to anyone with an interest in the area and the lifeboats stationed at Littlehampton.

The book is available from Paul Nash, c/o The Harbour Office, Pier Road, Littlehampton, West Sussex, BN17 5LR for £3.00 including p&p.

### The Margate R.N.L.I. Station And Its Lifeboats From 1860

by A.P. Walters

published by the author



This 340 page-plus, hardback book by the honorary archivist of Margate lifeboat station provides an insight into the history of the station's lifeboats; including past history of all of the lifeboats stationed at Margate, records of proceedings and service medals and a account of lifeboat services ranging from 1860 to 1996.

The book provides a detailed and interesting account of lifeboat activity at Margate and is illustrated with con-

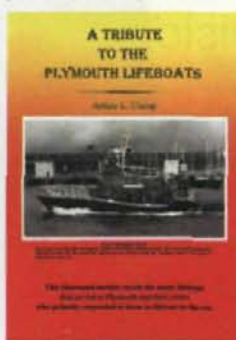
temporary photographs which provide the reader with a valuable record of the station and its work. It also provides a valuable funding tool, as all profits from the sale of the book will go to the R.N.L.I.

This book is available from A.P. Walters, honorary archivist Margate Lifeboat, 46 The Ridings, Cliftonville, Margate, Kent, CT9 3EJ at £15.00 plus £2.00 p&p.

### A Tribute To The Plymouth Lifeboats

By Arthur L. Clamp

published by the author



Throughout this publication interesting photographs from both past and present have been incorporated with detailed accounts recalling the many lifeboats that have served at Plymouth, and their crews who have gallantly responded to those in distress on the sea. Rescues which made headlines in newspapers and the Bronze Medal that was awarded to John Dare in 1974 come in for particular attention.

A well documented book, which will be of great interest to the general reader and visitors to the city of Plymouth.

This book is available from Arthur L. Clamp, Lower Standary, 203 Elburton Road, Plymouth Devon, PL9 8HX (£4.50 including p&p). The volume should also be available in Plymouth bookshops.

The books reviewed on these pages are NOT available from the RNLI unless stated otherwise. When the book is available from only one source a name and address will be given, otherwise the ISBN (International Standard Book Number), title, author and publisher will enable any good bookshop to obtain the title.

## Video Views



The RNLI's latest video was released in January this year and proved a great hit at its first public showing at the London Boat Show.

John McCarthy gave a great deal of his time to narrate 'Lifeboats 2000' and meets and talks to survivors who never dreamed they would need the services of a lifeboat.

During the film John's travels take him the length and breadth of the UK and the Republic of Ireland - to Brighton, Oban, Walton and Frinton, St Helier, Moelfre and Castletownbere lifeboat stations and also the lifeboat gallery at the Chatham Historic Dockyard.

To bring some of the more difficult serv-

ices to life re-edited sections of the dramatic reconstructions staged by the BBC's '999' programmes have been used, together with actual film from real-life services.

### Lifeboats 2000 - The story of today's RNLI

Running time: 30 minutes, approx.

Available from: The Video Factory, Grove House, Milburn Road, Bournemouth BH4 9HJ

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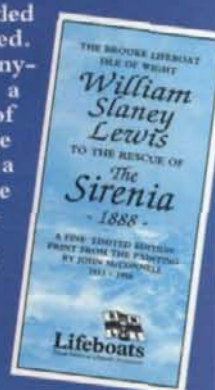
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*...the RNLI appreciates  
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*Ian Ventham*

**Ian Ventham**  
Head of Fundraising & Marketing  
Reg. Charity No. 209603

This fine reproduction measures 21 $\frac{1}{2}$ " x 14 $\frac{1}{2}$ " and is printed in fade resistant inks on 210gsm. acid free textured material measuring 24 $\frac{3}{4}$ " x 18 $\frac{1}{4}$ " allowing for your choice of mount and frame. Each print is titled and individually numbered. In addition, an accompanying booklet provides a brief maritime history of the Isle of Wight, more specifically the Sirenia incident involving the Brooke lifeboat - the *William Slaney Lewis*. John McConnell's career as an artist is noted and the present role of the RNLI explained.



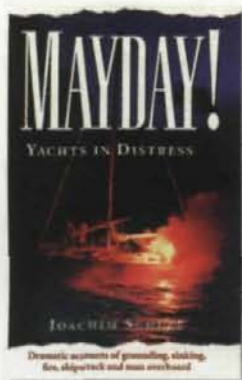


# Bookshelf

## For the yachtsman

### Mayday!

by Joachim Schult  
published by Adlard Coles Nautical  
at £12.99  
ISBN 0-7136-4642-X



It may be a subject that most yachtsmen would prefer not to think too much about, but reading the accounts of others who have had to put out the dreaded 'Mayday' call makes interesting and valuable, if sobering, reading.

In this volume Joachim Schult examines many of the reasons for yachts getting into distress, breaking them down

into basic categories such as man overboard, grounding and sinking. He goes on to look at the problems involved in abandoning the yacht and also the actions of rescuers. Chapters on salvage and stories from survivors round-off the book.

As the book illustrates, you don't have to be making long passages or crossing oceans to get into trouble, and there is much to be learned from almost every incident examined in this valuable book.

### Rescue from Beyond the Roaring Forties

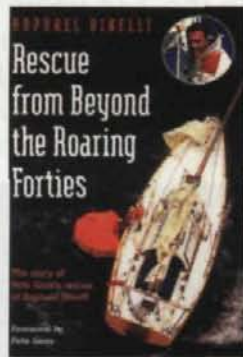
by Raphael Dinelli  
published by Adlard Coles Nautical  
at £14.99  
ISBN 0-7136-4882-1

It may well have been well outside the range of even the latest RNLI lifeboat, but the rescue of Frenchman Raphael Dinelli by fellow yachtsman Pete Goss during

the 1996 Vendée Globe single-handed round-the-world race makes fascinating reading for anyone involved with the sea.

Raphael recounts his struggle to turn his dream into reality, the race itself and then the circumstances which lead to his rescue.

Having taken to a liferaft in the depths of the Southern Ocean, he had to wait while Pete Goss beat back to windward for several hundred miles towards him in extreme weather – an incredible achievement which won the English sailor the *Legion d'Honneur*, one of France's highest awards.



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# Past and Present



## Rescue from the Runswick

Peterhead, Aberdeenshire, 23-26 January 1942

In the 174 years of the RNLI's existence, only 119 gold medals for gallantry have been awarded. That in itself is a measure of how jealously the Institution guards the honour, reserving it for acts of bravery in circumstances beyond the worst nightmares of most seafarers. If anything, too, it is becoming more difficult to win gold – until the recent Lerwick award, the last time a Scottish crew received gold was 56 years ago...



The 1942 crew of Peterhead lifeboat with Coxswain McLean, centre.

### Today's Facts and Figures

#### Provisional figures for 1997

(as at 13 February 1997)  
Launches: 6,754  
Lives saved: 1,424  
People landed: 1,138  
People brought ashore: 4,120  
Total people assisted: 6,682

#### Figures for 1996

Launches: 6,466  
Lives saved: 1,307  
People landed: 946  
People brought ashore: 4,316  
Total people assisted: 6,569

Since the RNLI was founded in 1824, its lifeboats have saved 131,270 lives.

#### Costs

The cost of running the RNLI in 1998 is around £72m.  
The approximate current cost of building a lifeboat is:  
4.9m D class inflatable: £11,850  
7.3m Atlantic rigid inflatable: £66,185  
14m Trent: £1,190,000  
17m Severn: £1,725,000

Early in the morning of Friday 23 January two Whitby steamers, the *Runswick* and the *Saltwick*, collided off the Aberdeenshire coast in strong winds; under the guidance of Peterhead lifeboat, *Julia Park*

*Barry of Glasgow*, they made hastily for the shelter of Peterhead Bay. A third refugee from the rapidly worsening weather, the SS *Fidra* of Glasgow, was soon to join the two damaged ships at their anchorage.

Twelve hours later news reached the lifeboat station that the *Runswick* had been driven onto the rocks by the now gale force winds. In spite of darkness, a blinding snowstorm and high seas, Coxswain John McLean located the stricken ship and bought the lifeboat close enough for lines to be secured between the two vessels. The steamer's entire crew of 44 were thus taken off.

In the next 24 hours the storm grew to a hurricane, with 105mph gusts blowing right into the bay. It meant the end for the other two ships at anchor; by 4pm

on the Sunday both were aground. At 2am on the Monday the lifeboat was back at sea, attending the most urgent case, the *Fidra*, which was about to break up in the mountainous seas. She lay head on to the weather, providing no lee for the lifeboat. Coxswain McLean risked all as he turned head to sea and ran alongside the casualty. Only because of his extraordinary seamanship was he able to keep the boat there for 50 minutes while 26 men chose their moment to leap to safety. They were scarcely ashore when the plight of the men on the *Saltwick* became desperate. Their ship was now lying over on her starboard side on the beach with sea breaking right over her.



The Peterhead lifeboat powers her way through heavy seas to the assistance of the *Runswick*, *Salwick* and *Fidra*. Painting by Tim Thompson.

This time his only approach to the casualty was between her and the shore. First a wave deposited the lifeboat upon some rocks, then another nearly washed every lifeboatman overboard. But he made it to the sheltered side of the wreck in spite of a severely damaged boat, and 36 survivors were helped on board. Coxswain McLean was rightly awarded the gold medal for these rescues.

Taken from the book *Gold Medal Rescues* by Edward Wake-Walker and Tim Thompson. A limited number of copies are available at £19.99 (plus £3.25 p&p) through RNLI (Sales) Limited on (01202) 669777 quoting stock code 02241.



# People and Places

## Record draw

The RNLI's 80th lifeboat lottery drawn on 31 January raised an incredible £212,000 from tickets sales – the previous highest total was last year's Summer lottery raising £182,000.

Andrew Hartwell, managing director of George Hartwell's Peugeot dealership, drew the winning tickets at RNLI Poole depot. First prize, a Peugeot 306 kindly donated by Peugeot Motor Company, went to Mrs J D Clements of Buckingham.

The cash prize winners were:

£1,000 – Mr J Piercy, Cleethorpes

£500 – Mr A P Jeffcock,

Beaconsfield

£250 – Mrs J D Clements, Buckingham

£100 – Mr F K F Goodman, Twickenham; Lady Tuite, Surrey; Mr B Coombes, Dorset; Mrs J Hill, Merseyside; Mr A W Paddock, Devon.



## On Station

The following lifeboats have taken up duty:

ALL-WEATHER

**St Mary's** – Severn 17-11 (ON 1229) *The Whiteheads* on 1 December

**Achill** – Arun 52-10 (ON 1057) *Soldian* on 26 January 1998

INSHORE

**Skerries** – Atlantic 21 B543 *Round Table* on 10 November 1997 (temporary station lifeboat)

**Appledore** – Atlantic 75 B742 *Douglas Paley* on 11 December 1997

**Arran (Lamlash)** – Atlantic 21 B527 *Percy Garon (Civil Service)* on 11 January 1998 (temporary station lifeboat)

## Step by step

St. Davids coxswain, Malcolm Gray, is shown here using his courage and determination to a slightly different end!

The lifeboat station recently received a D class lifeboat for evaluation trials which was delivered by launching at a nearby local harbour and getting to the station by sea. Unfortunately there was no easy way to deliver the launch tractor by sea so it was left at the top of the long flight of stairs that lead to the boathouse.

The crew had to get the tractor down somehow so Malcolm eagerly accepted the challenge but seemed to have real trouble keeping his tongue in his mouth as he bumped his way down!



## A day in Dunkirk

On the 21 June 1997, seven crew members took Ramsgate lifeboat, *Esme Anderson*, to Dunkirk in France for the naming of a new 15m lifeboat.

Leaving Ramsgate at 0800 in a SW Near Gale Force 7 they made their way to Dunkirk, encountering some rough sea conditions. On arrival they met up with lifeboats from France and Belgium – Ostend, Nieuport, Gravelines, Calais and both Dunkirk's old and new lifeboats. Also present was the chartered salvage tug *Abelle Languebec* and Dunkirk's new 48ft pilot boat.

During their stay, the crews looked over each others lifeboats and they were all very impressed with Ramsgate's Trent class. After a pleasant lunch with the other lifeboat crews, the RNLI crew took part in a church service followed by a procession through the streets back to the quayside where Dunkirk's new 20 knot lifeboat was named and blessed. By the time more refreshments were enjoyed it was well into the afternoon and time for them to return to their vessel.

They set sail from Dunkirk at 1805, still in the



SW Near Gale Force 7, and returned to station at 2100 – the end to a very enjoyable day which further enhanced relationships with our French and Belgium counterparts.

Along side Dunkirk quay – Ramsgate's Trent class with Dunkirk's new 15m lifeboat and the rest of the flotilla.



# People and Places

## Spot the difference!



The above photograph shows Skerries lifeboat crew member, Martin O'Toole, with Storm Force hero, Stormy Stan at the 1997 Dublin boat show.

Martin, who looks as though he may have been a bit of a role model for Stan, has been on the crew since the D class was stationed in Skerries in the early 1980s.

## Special Voyage

Deb Graham, daughter of Exmouth coxswain Keith Graham, helped mark a special occasion when she went aboard Exmouth's Trent class lifeboat during the traditional Christmas Day swim off Exmouth beach last year.

Deb, sadly confined to a wheelchair after a diving accident cruelly paralysed her from the neck down, was thrilled at the opportunity to be wheeled aboard the lifeboat to watch the hundreds of revellers hurl themselves into the sea.

Crew member Geoff Ingham devised a warm shelter for Deb by zipping two crew jackets together which completely enveloped her and the chair while

crew members stood guard around her when Keith demonstrated the Trent's power and manoeuvrability to the crowds.

Keith, recently honoured as citizen of the year by Exmouth Rotary club, retired as Exmouth coxswain in September after 18 years service and this was his last time taking out the lifeboat on Christmas Day. Until now everyone in the Graham household waited patiently for Dad to come ashore before opening presents – this Christmas will be different!



## Obituaries

With regret we report the following deaths:  
May 1997

**Jim Mead**, president of Molesey branch from 1990 until his death. He was secretary and founder member of the branch from 1976 until 1986 and chairman from 1986. He was awarded the silver badge.

August

**Beatrice Allen MBE**, former president of Whitefield branch. Mrs Allen joined the RNLI in 1914 as a volunteer in Whalley Range, Manchester before moving to Whitefield more than 50 years ago – she was awarded the silver badge 30 years ago. Mrs Allen was awarded the gold badge in 1993 and the MBE in 1996 for her long and devoted service to the RNLI. Mrs Allen continued to support the Whitefield branch until her death, aged 100 years, having given over 80 years of service to the RNLI.

October

**Commander Ray King RN**, Peterfield and district branch flag day organiser from 1978 until his sudden and unexpected death. He was awarded the statuette in 1994. His clear thinking and enthusiasm will be greatly missed.

**Willie Young**, former Troon coxswain from 1960 until 1968. Willie joined the crew in 1954 and was bowman in 1995 and 2nd coxswain from 1955 until 1960. He received the coxswain's certificate of service, leaver's letter of thanks and annuity.

November

**Peter Woodworth**, former Port Erin coxswain from 1972 until 1982. Peter joined the crew in 1947 and was second coxswain from 1953 until 1972. He was awarded the long service badge in 1982.

**John Yates**, Heavy Woollen branch founder member and box secretary from 1985 until his death.

**Olive Shucksmith**, chairman of Barton on Humber branch. Miss Shucksmith was vice chairman from 1983 until 1994 when she became chairman. She was awarded the statuette in 1988.

**Fred Park MBE**, former Torbay station honorary secretary from 1948 until 1975. Mr Park was also a member of the branch committee until 1995 and was made an honorary life governor in 1975.

December

**John Atterton MBE**, former RNLI deputy director from 1969 until his

retirement in 1981. Mr Atterton first joined the Institution in 1936.

**Emma Dalgleish**, chairman of Selkirk guild from 1982 until her death. Mrs Dalgleish was vice president of the guild from 1995 until 1982 and received the gold badge in 1980 and bar to gold badge in 1993.

**Glenys Foster**, President and founder member of the Lincoln ladies lifeboat guild. Mrs Foster, a life governor, also served as chairman, secretary, treasurer and box secretary of the guild. She was awarded the silver badge in 1983 and remained an active member of the guild until ill-health forced her retirement in 1997. January 1998

**Agnes Bell**, past president and committee member of the former Dunoon ladies lifeboat guild. Mrs Bell was a committee member before 1940 and was president from 1975 until 1987. She was awarded the gold badge in 1982.

**Eddie Dorman**, member of the Padstow branch committee for 20 years. Eddie was box officer from 1982 to 1996 and he and his wife were awarded the silver statuette in 1992.

**Eve Irvine**, vice president of Ponteland ladies lifeboat. Mrs Irvine was vice chairman from 1970 to 1975, chairman from 1975 to 1978 and 1984 to 1985 and vice president from 1979 to 1980 and 1986 to date.

**Commander Bernard Henry Brown RN(rtd)**, Basingstoke vice president from 1979 until his death. Commander Brown joined the branch in 1967 and served as a committee member, flag week organiser and factories collector until 1978. He served as vice chairman from 1972 to 1974 and chairman from 1974 to 1979.

**Doris Derrick**, a Minehead and district guild founder member since 1931. Mrs Derrick was responsible for flag days and house to house collections and continuing to serve in the boathouse shop until late 1995 when she retired aged 90.

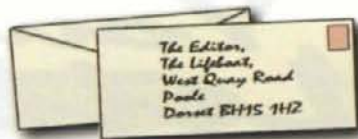
**Phyllis Robinson**, long serving member of Minehead and district guild and wife of Hylton Robinson, former treasurer.

February

**John Wood**, former Eastbourne station honorary secretary. He was deputy launching authority between 1973-1982 and 1985-1993, honorary secretary from 1982 to 1985 and shop committee chairman until his death.



# Your Letters

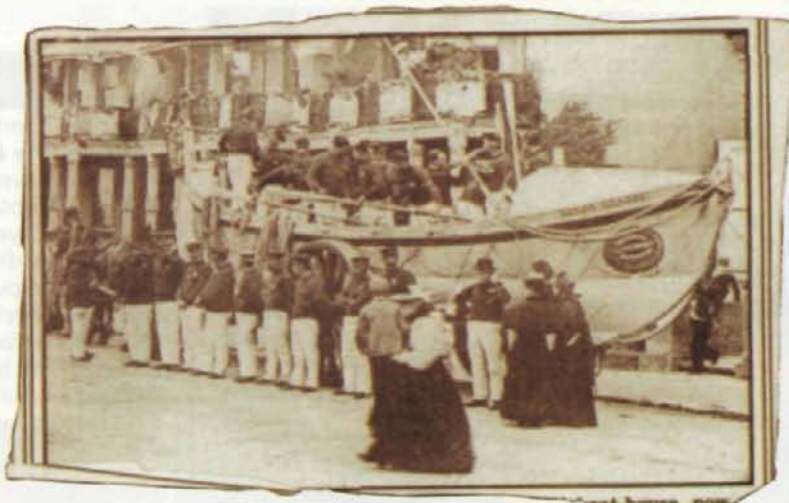


## Worthwhile find

Whilst turning out a drawer today I came upon some pictures showing the Worthing lifeboat and crews, we wondered if readers would be interested in seeing this cutting (left).

For some time we lived in the building right next door to the old lifeboat station. What fantastic lifeboatmen they were in past days, from the station to the launching pad was quite a step, then the launch and the subsequent task at sea. The days of 'when men were men' – not that we are not more than full of admiration for the present day crews, we read **The Lifeboat** avidly each time it comes through the letter box.

Irene Gillson  
Worthing



## The (new look) Lifeboat

Just a brief note to say congratulations on the new look magazine. The colour photos really stand out, the graphics look impressive and are eye catching and as a relatively young member I think it looks even more appealing to the younger generation.

I always found fundraising a bit boring to read but with the photos and small amount of informative text it is now quite interesting. My only comment would be that I hope the letters section will return as some of the stories and histories were enlightening. As usual the articles are of high standard.

Congratulations!

Phil Pearce  
Wiltshire

## Shoreline thanks

My son and I are shoreline members and have recently received the Winter 97/98 issue.

I am writing to congratulate you all on the new presentation, the larger accounts of rescues, with pictures in a long story version make it very interesting. We were also especially taken with the article on Llandudno's unusual set-up of their boathouse after being there. We also enjoyed the excellent new display of old lifeboats at Chatham Dockyards, seeing this last year on our third visit.

Keep it up! – we pass the magazine onto an ex-Royal Marines veteran, and other ex-Naval friends.

Eileen Harris  
Southend-on-Sea

## Another three sisters!

I read with great interest, in the Autumn 1997 issue of **The Lifeboat** the letter from Gareth Pryce respecting the ex-lifeboat *The Three Sisters*. A Liverpool class craft, late of Coverack, Cornwall, which he had seen at Rhos-on-sea, North Wales now carrying the name *Silent Waters*.

Whilst visiting Porthmadog last year, also in North Wales I observed another ex-lifeboat, lying on the harbour slipway, and this craft was also carrying the name *The Three Sisters*. On the cabin side was a brass plate indicating that this was a former lifeboat. Unfortunately my visit was brief and I was unable to locate the present owner or to obtain any further information.

I enclose a photograph of this craft, which has the appearance, I think, of being an old Solent class lifeboat. It is a coincidence that both these boats were called *The Three Sisters*, and are you able to add any more details?

David E Herriott, Governor and Committee Member  
Solihull.

### Editor replies:

There have been two lifeboats named *The Three Sisters* and one named *Three Sisters*. There has also been a lifeboat named *Three Brothers*, one named *Two Sisters* and a *Two Sisters*, Mary and Hannah – a popular style of name for lifeboats which were funded anonymously.

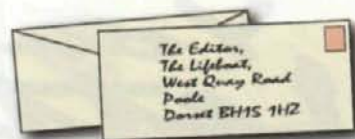
As these were anonymous gifts I am afraid we do not know for sure if any of the donors are connected but I would guess that the two lifeboats with exactly the same name (and built within a lifetime of each other) come from the same donor.



The Solent class that you saw at Porthmadog, *The Three Sisters* (ON 1014), was stationed at Thurso between 1970 and 1988 and also served as a relief lifeboat – launching 100 times and saving 24 lives during her service. She was sold in 1990 to round-the-world sailor David Scott Cowper for his fourth trip around the globe.



# Your Letters



## Public recognition

Despite the yellow jackets, the flag and boat boxes we still hear 'what is it for?' repeated on flag day.

A simple plastic model of a Severn or Trent class lifeboat, perhaps one metre long, would ensure instant 'product identification' and most importantly, attract many small children whose parents would then contribute.

How about it Poole?

**John Dodds**  
Chairman, Darlington branch

*Richard Mann, national fundraising manager for the RNLI replies:*

*We are delighted that the introduction of some new materials are actually finding favour with our branches for use on flag days. Mr Dodds is quite right in saying that recognition of the cause is vitally important in generating response from the public hence the introduction of these materials which of course include jackets, tabards and sashes as well as new bucket collecting boxes.*

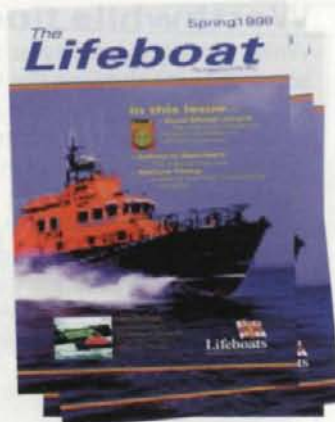
*I also agree with Mr Dodds that it is often by attracting children that one can generate a response from their parents and this is an area we are presently giving consideration to. Whether a plastic model is the right product for use to use, we are not yet sure. There are logistical problems in transportation and maintenance. We are most grateful to Mr Dodds for his thoughtful letter.*

## Charitable act...

I read in "Newspoint" in your autumn edition of the concern that some subscribers have about the cost of **The Lifeboat** magazine. Many readers will have access to a public waiting room or reception area. Possibly their concern could be allayed somewhat, if when they had finished reading the magazine, they could leave it for the public to read. If that were done, more people may be encouraged to become subscribers to the RNLI.

Leaving something to read in a doctor's waiting room other than eleven year old women's magazines, would in itself be a charitable act!

**Alan Parr, Clwyd.**



*Why not leave your used copies of **The Lifeboat** in a doctor's waiting room to help spread awareness.*

## Survivor's appeal

While serving during the second World War my ship, *HMS Patia*, was attacked by torpedo and Folke-Wolfe bombers and sunk off the coast of Northumberland.

Boulmer lifeboat picked up survivors with station honorary secretary, Mr Stanton, aboard working with Coxswain James Campbell and the crew - Mr Stanton's son is my only living contact with those brave lifeboatmen.

When we landed on the beach a policeman ran along the waters edge warning us of mines in the area and led us safely into Boulmer. There were about 15 survivors from our cutter, including our captain, and when we had carried the wounded to the ambulance and off to hospital we were looked after by the most

wonderful people. As most of us were naked at the time, we were clothed while the husbands were out at sea picking up our shipmates who had survived the strafing from early morning aircraft, which incidentally the lifeboat crew were now undergoing.

It is the memory of the fishermen's wives who were comforting us that I would wish to thank for the motherly kindness and care which they bestowed on us.

Unfortunately now I imagine most have passed away and it is to the sons and daughters of those generous people I wish to make my thanks known for the actions of their parents.

I would like to appeal thorough **The Lifeboat**, for a reunion of the remaining survivors from *HMS Patia*, to participate in a pilgrimage to Boulmer during the May festival this year to see the plaques and to take part in a possible remembrance service.

**W. G. Colburn**  
Hemel Hempstead

## Picturesque postcard



Readers may be interested in this postcard photograph of Douglas lifeboat. It is one of several that came into the possession of my wife, Manx by birth, from her immediate family.

Although the lifeboat pictures are not dated, others in the collection are inscribed '1924'. Since the photographs would appear to date from the same era I would suggest that the enclosed ones are from the 1920s.

We look forward to receiving our copy of **The Lifeboat** and always look out for any news from the Isle of Man.

**David and Hilda Green**  
Doncaster



# £ The Fundraisers £

## Rowing raisers

No apologies for featuring RNLI fundraisers the Hythe Hookers again – these ladies are always seen to be up to something intriguing!

On New Year's Day they dressed up as cops and robbers and took part in the annual Maldon little ship club row which raised £10,800 for the lifeboats – £5,000 of which was collected by the ladies alone.

The event attracted a crowd of 300 with 41 boats and some 100 people taking part in the 40 minute 'fun' race.



## Charity fund

Larry Lamberton (right), Whitstable lifeboat station honorary secretary and crew member Nick Dawkins (centre) recently received a cheque for £500 from Ian Pearson, manager of Brett Asphalt.

Last year the company set up a fund to mark the 60th anniversary of its tarmac and asphalt works in Whitstable harbour's east quay and the RNLI is one of three charities to benefit.



## Christmas fayre

In November 1997, the Thurso branch again held their Christmas fayre in the Royal Hotel. The special guest of the event was Mr. Santa Clause who arrived by car due to the lack of snow but did manage to bring his bag of goodies which went down a treat with the children.

The fayre, which lasted for four hours, proved to be a great success and realised £875 for lifeboat funds.



## Golden anniversary

In November Southend lifeboat station celebrated the 50th anniversary of its first Christmas crew dinner. The event attracted some 500 guests to the Cliff Pavilion, Southend and raised £6,130 for lifeboat funds.

Cllr Jean Dunn, Mayor of Southend (centre), paid tribute to the lifeboat crews and Michael Vlasto, RNLI chief of operations (right), presented long service awards to retired lifeboatmen Roy West, John Fosset and Nigel Abbot. The event also featured a tombola and raffle, a demonstration of foul weather and safety equipment, and comedian Mike Pugh.





# The Fundraisers



## Tubbie raffle

Soft toy replicas of TV's lovable Teletubbies have been quickly selling out in shops everywhere. Ronald Benzie, owner of Exmouth store Thomas Tucker's, decided to keep two back to raffle for lifeboat funds and within two weeks, Laa Laa and Po had raised £200 for the RNLI.

Tim Mock, second coxswain/mechanic of Exmouth lifeboat, who helped promote the draw is pictured aboard the station's Trent class lifeboat with his son Henry who, coincidentally won Po. Henry agreed Po should go aboard the lifeboat to greet visiting school parties and bring a smile to the crew!



## Pollard presents

Frampton Cotterell and district branch together with Homeworld invited actor Chris Chittell, otherwise known as Eric Pollard of television's Emmerdale to present the prizes in a local school lifeboat painting competition.

This together with souvenir sales and collection boxes raised over £820 for the day.



## Dockyard rally

**Lifeboat!** the Royal National Lifeboat Collection at Chatham's Historic Dockyard was the backdrop chosen for the Rover P4 drivers guild invitation car rally held on 14 September.

Seventy cars attended the event, including a good turnout from the Sunbeam Talbot Alpine register, including the two vehicles shown opposite. Entry fees and a well supported raffle resulted in £330 being donated to lifeboat coffers.



## Cromarty cash

Cromarty on the Black Isle in the Highlands of Scotland held its boat club regatta in July. The Cromarty and Resolis ladies guild set a up stall to tempt both locals and tourists to part with their money.

The guild raised over £600 from the sale of home baking, souvenirs, plants and produce and, as can be seen from the smiling faces of the members, they enjoyed the day. It is hoped that this will be an annual event for the guild.



PLANTS & PRODUCE



# £ The Fundraisers £

## Sea Festival

Arbroath Sea Fest held over 16 and 17 August 1997 proved to be a huge success for RNLI fundraisers – donations totalled £1,300, with the sales outlet raising £550.

The glorious weather attracted some 10,000 people each day and local traders, including fish merchants and chip shop owners made unexpected donations to Institution funds.

Storm Force hero, Stormy Stan, attended the festival much to the delight of all the younger visitors and quite a few grownups!



## Charlie's angels

The Wells-Next-The-Sea ladies lifeboat guild held their annual Christmas bazaar last November which proved to be a great success, raising over £800 for Institution funds.

Charlie the lifeboatman, shown left with some of the ladies from the guild, was definitely the star of the show!



## Pub rush

On a chilly December evening a team from Littlehampton fundraising branch set out on their annual pub rush and collected cash in aid of the RNLI.

Wearing yellow oilskins and carrying collection boxes and buckets, they aimed to visit as many pubs as possible in the Littlehampton and Arundel area during the evening. When they had finished at around 10.30, they had visited some 32 venues and collected £380 – topping last year's total.



## Doubled up

Eliza Fraser, Victoria Jones and Ella Neame teamed up on the last day of the Swanage regatta to paint stones collected from the seaside and sell them in aid of the RNLI.

John, Eliza's dad, volunteered to double whatever they sold and was staggered when sales totalled £15. Scotsman John, said he had as much pleasure as his ancestry would allow when he handed over the £30!

Unfortunately, Victoria, who was on holiday at the time, had to have her appendix out the next day – lets hope this doesn't cause her any hang-ups about fundraising in the future...





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by Nigel French

**Toshiba Wave Warrior**

The naming ceremony of the Atlantic 75 lifeboat *Toshiba Wave Warrior* took place on the 13 January at the London Boat Show (see News pages for full report). The lifeboat was named by Simon Walker, skipper of the BT Global Challenge yacht *Toshiba Wave Warrior*. Funds for the purchase of the Atlantic 75 were raised by sponsorship of the RNLI crew members who competed on the BT Global Challenge.

**Lifeboat Mastercard**

Also at the London Boat Show the Royal Bank of Scotland handed over a presentation credit card for £70,000, this being the sum received from the Lifeboats Mastercard for 1997.

**Express Film Service**

Another record year for this service! A 2.5% increase in the number of films processed meant that we received in excess of £20,000. Following the introduction of the Kodak Advanced Photo System, we are now able to offer our members a fixed price film processing service together with a replacement Advantix film for an incredible £6.49 plus postage and packing.

**'Scapa Flow in War and Peace'**

Over £2,000 has been raised from the sale of this book by W. S. Hewison (reviewed in the Autumn 1995 issue of *The Lifeboat*). Copies are still available from Bellavista Publications, Carness Road, Kirkwall, Orkney. KW15 1TB. Price £9.00 including postage and packing.

**...In Brief...In Brief...In Brief...In Brief...In Brief...**

At the beginning of November 1998 **Grangemouth** branch held their 24th annual Lifeboat Levee. After a splendid meal, provided and served by the ladies of the committee, the remainder of the evening was spent dancing. A marvellous tombola stall and raffle helped to raise a total of £1,539.

The Shakespeare pub in Bristol raised over £200 for the RNLI last Autumn by

staging a drag mock wedding. Two customers were bride and groom and after the mock service an auction was held.

In June 1997 three schools in the **Buckfastleigh** branch area took part in a sponsored swim raising £1,829 for the RNLI. Taking part were Buckfastleigh Primary, Buckfast St. Marys RC Primary and Ashburton South Dartmoor College.



# £ The Fundraisers £

## Best dressed

Tommy Taylor aged 85 in April has been a member of the Gravesend branch committee for over 25 years and box secretary for over 10 years.

This picture was taken at a film night, given by John Gamble, RNLI organiser for the South East, where Tommy got stuck in and demonstrated to local residents exactly what a lifeboat crew member wears.

Despite his great age Tommy is a very active and enthusiastic member of the branch and is a well known figure in the Gravesend area on his motor scooter, visiting local pubs and shops to empty the collection boxes.



## ...In Brief...In Brief...In Brief...In Brief...In Brief...

Scouts from the Bushey (Herts) area sing carols round the Christmas tree in Trafalgar square every year. In 1997 they raised £150 in just one hour for **Bushey branch RNLI**.

**Galtres Forest** branch on the outskirts of York was formed in October 1997 and managed to raise over £1,000 in its first three months of activity. This very enthusiastic committee are hoping to organise one event per month and already have a Chinese banquet evening, prize bingo, clay pigeon shoot, fishing match and craft fair arranged.

Well over £1,000 a month – that was the impressive fundraising record of the **Hitchin and District** branch in the nine month period from April to December last year. Including receipts from the sales of Christmas cards and souvenirs, more than £10,600 was raised. Figures released by Eastern regional office show that of the 35 branches in Hertfordshire and Bedfordshire, Hitchin and District

raised the third highest amount including sales items and came fifth excluding. It is not surprising, therefore that souvenir secretary Mollie Russell and branch secretary Phil Parish were each awarded the RNLI silver badge recently for all their sterling efforts.

Dave Booth of Hampshire, on a recent cruise aboard the Royal Research Ship Charles Darwin, raised £115 for the lifeboats from a sponsored haircut during his 40th birthday party.

**Pill and District** branch recently received a donation of a Hermes silk scarf. The branch feel this wonderful item, which features the RNLI logo, house flag and striking bright colours, must be worth a considerable sum but do not think they can raise anything like its worth locally. If any branches think they can raise a substantial sum for the RNLI from this scarf please contact Robert Buck, branch chairman on (01275) 373750.

## P e d a l P o w e r

In the Winter issue we featured the sponsored shave as a popular fundraising idea, this quarter we look at the power of the pedal...

Crews and supporters from Cumbrian lifeboat stations preparing to leave Barrow lifeboat station for their ride to Silloth.



Kevin Close from Newport in Shropshire completed a sponsored bike ride from John O'Groats to Lands End in August last year raising £1,100 for the lifeboats. He was waved off by Thurso lifeboat crew at John O'Groats on 15 August and reached Newport on 24 August where he was greeted by the Mayor and invited to a reception hosted by the Royal Naval Association (RNA) club. Kevin was welcomed to Lands End on 29 August by Terry George, Sennen Cove lifeboat coxswain and an enthusiastic party from the Newport RNA club.

Lifeboat crews from Barrow, St Bees, Workington and Silloth used pedal power to ride along the coastal route from

Barrow to Silloth on 24 and 25 August 1997. Visiting each station on the way, for liquid refreshment and moral support, and with a back up crew wielding collecting buckets en route, a grand total of £3,163 including sponsorship and donations was raised.

Hayling Island lifeboat crew organised a sponsored cycle from Hayling to Mudeford on 28 October 1997 to raise funds for the Mudeford lifeboat house appeal. Fourteen lifeboatmen, including station secretary Nigel Roper, undertook the 38 mile route. The team reached their destination 50 mins ahead of schedule and raised £1,500 which was presented to Hayling secretary Vic Derham by Nigel Roper and Rod James who organised the event.

A team of 12 cyclists covered some 80 miles in June 1997 raising

£1,027 which will go towards funding a new winch for Portsmouth lifeboat station. The team are known as the Boating Bikers as their circular route from Havant via Southampton, the Isle of Wight, Portsmouth and back again requires them to make eight ferry crossings!



Journey's end – Terry George shakes with Kevin Close, surrounded by members of the RNA club and James Bradbury, area organiser for Wales and West Mercia.



# Lifeboat launches

Station-by-station lifeboat launches for August, September and October 1997

**Aberdeen**, Grampian  
Arun: Aug 8, 16 and Oct 4  
D Class: Aug 7, 8, 10, 16 and 17 (three times)

**Aberdovey**, Gwynedd  
Atlantic 21: Aug 2, 14, 15, 26, 30, 6 (twice) and 17

**Abersoch**, Gwynedd  
Atlantic 21: Aug 16, 17, 24, 27 (twice), Sep 12, 18, Oct 3, 5 (twice) and 15

**Aberystwyth**, Cardiganshire  
Atlantic 75: Aug 9 (twice), 11, 15, 24, 31 Sep 14, Oct 5 and 9

**Achill Island**, Co Mayo  
Relief Waveney: Aug 3, 10, Sep 2 and Oct 28

**Aith**, Shetland  
Relief Arun: Aug 10, 26 and Oct 1

Arun: Oct 26

**Aldeburgh**, Suffolk  
Mersey: Aug 30 (twice), Sep 26, Oct 15 and 27

D Class: Aug 1, 16, 21, 24 (twice), 30, Sep 6, 26 and Oct 24

**Alderney**, Channel Islands  
Trent: Aug 1, 18, 21 and Sep 6  
D Class: Aug 21, 28, Sep 6, and 23 (twice)

**Amble**, Northumberland  
Waveney: Aug 8, 10, 13, 24, Sep 14, 28, Oct 4, 5, 13 (twice) and 19

D Class: Aug 3, 21, 24, Sep 14, 28, Oct 4, 5, 13 (twice) and 19

**Angle**, Pembrokeshire  
Tyne: Aug 3, 8 (twice), 23, 24, Sep 6, 14 and Oct 22  
D Class: Aug 14, 16, 17 (twice), 23, Sep 7 and Oct 22

**Anstruther**, Fife  
Mersey: Aug 4, 10 (three times), 15 (twice), 22, Oct 4, 15, 21 and 29

**Appledore**, North Devon  
Tyne: Aug 3, 23, Sep 14 and Oct 21

Atlantic 21: Aug 7 and 10  
Atlantic 75: Aug 17, 18 (twice), 26 (twice), 31 (twice), Sep 8, 14 and 27

**Aran Islands**, Co Galway  
Severn: Aug 3, 12, 19, 25, Sep 5, 6, 13, 19, 20, 21, 23, 24, 26, Oct 13, 21 and 25

**Arbroath**, Tayside  
Mersey: Aug 9, Sep 1, 12, 22, Oct 2 and 4

D Class: Sep 12

**Arklow**, Co Wicklow

Trent: Aug 10 and 30

**Arran (Lamlash)**, Strathclyde  
C Class: Aug 26, Sep 6 and 25

**Arranmore**, Co Donegal  
Tyne: Aug 17, 23 (twice), 29, 31, Sep 18, 19 and Oct 26

**Atlantic College**, Vale of Glamorgan  
Atlantic 21: Aug 16 (twice), 21, Sep 14 and Oct 16

**Ballycotton**, Co Cork

Arun: Aug 3, 7, 16 and Sep 23

**Ballyglass**, Co Mayo

Arun: Oct 25

**Baltimore**, Co Cork

Relief Tyne: Aug 3 (four times), 4 (twice), 8 and 11  
Tyne: Oct 1, 15 and 31

**Bangor**, Co Down  
Atlantic 21: Aug 16, 24, 25, Sep 13, 18, 23, 29, Oct 3 and 25

**Barmouth**, Gwynedd  
Mersey: Aug 1, 10 and 31  
Relief D Class: Aug 5 and 10 (three times)

D Class: Aug 25, 28 (twice) and Sep 28

**Barra Island**, Western Isles

Arun: Aug 17, Oct 6 and 18

**Barrow**, Cumbria  
Tyne: Aug 6, Sep 7, 22 and Oct 23

D Class: Aug 3, 5, 6, 21, Sep 7, 20, 28, Oct 12 and 22

**Barry Dock**, Vale of Glamorgan  
Arun: Aug 9, 18, 19, 21, Sep 14, 23 and Oct 3

**Beaumaris**, Anglesey  
Atlantic 21: Aug 4, 5, 6, 7, 8, 9, 10 (twice), 11 (twice), 16, 19, 21, 24, 25, 27, 30 (twice), Sep 8, 11, 18, 20, 22, 30, Oct 4, 10 (three times), 11, 13 (three times) and 18

**Bembridge**, Isle of Wight  
Tyne: Aug 4, 20, 24, 31, Sep 20 (twice), 22 (twice) and Oct 19  
D Class: Aug 19, 31, Sep 13, 18, 20 and Oct 19

Relief D Class: Oct 26

**Berwick-upon-Tweed**, Northumberland  
D Class: Aug 1

**Blackpool**, Lancashire  
Atlantic 75: Aug 6, 20 (twice), 23, 26 (twice), 31 (twice), Sep 20, Oct 12 and 17

D Class: Aug 4, 5 (twice), 6, 7 (twice), 10, 15, 20 (five times), 23, 26 (twice), 31 (twice), Sep 20, Oct 12 and Oct 17

**Blyth**, Northumberland  
Trent: Aug 3, 9 (twice), 24, Sep 9, 11, 21 and Oct 7

D Class: Aug 9, 20, Sep 21 and Oct 27

**Borth**, Cardiganshire  
D Class: Aug 2, 10 (five times) and Oct 22

Relief D Class: Aug 23, 24, 27, Sep 6, 8, and 27

**Bridlington**, East Yorkshire  
Mersey: Sep 30 and Oct 28

D Class: Aug 4, 9 (twice), 10, 11, Sep 18, 20, 27, 30, Oct 1 and 4

**Brighton**, East Sussex  
Atlantic 75: Aug 1 (twice), 3, 12, 16 (three times), 18, 24, 31, Sep 1, 23 (twice), 28, Oct 22 and 25

Relief Atlantic 75: Oct 2, 3, 4, 18 and 19

**Broughty Ferry**, Tayside

Relief Arun: Aug 4 (twice), 12, 14, 15, 22 and 25

Relief D Class: Aug 4 (twice), 12, 14, 15, 22 and 25

**Buckie**, Grampian  
Arun: Aug 3, 11, 12, 20, 26, 29, 31, Sep 3, 19 and Oct 29

**Bude**, Cornwall  
D Class: Aug 5 (twice), 13, Sep 23, 27 and Oct 17 (twice)

**Bundoran**, Co Donegal  
Atlantic 75: Aug 28, Sep 14 and 17

**Burnham-on-Crouch**, Essex  
Atlantic 75: Aug 3 (twice), 6 (twice), 18, 23, 24, 30, 31, Sep 12, 15, 16, 19 (twice), 22, Oct 5 and 6

D Class: Sep 22

**Burry Port**, Carmarthenshire  
Relief D Class: Aug 4 and 10 (six times)

D Class: Aug 15, 16, 17 (twice), 19 (four times), 21, Sep 19, Oct 3 and 4

**Calshot**, Hampshire  
Relief Brede: Aug 4, 8 (twice), 10, 28 and 31 (twice)

Brede: Sep 21, 27 (twice), 30 and Oct 10

**Campbeltown**, Strathclyde  
Arun: Aug 2, 4, 16, 24, 29, Sep 6, 16, 18, 21, 28, Oct 5 and 16

D Class: Aug 24

**Cardigan**, Cardiganshire  
Relief C Class: Aug 3, 4, 16, 20, 21, 22 (twice), 23, 24 (twice), 26, Sep 13, 23 and Oct 5

**Clacton-on-Sea**, Essex  
Atlantic 21: Aug 2, 6, 11, 19, 25, 30, Sep 7, 13 (twice), 19, 27, Oct 6, 18 and 28

D Class: Aug 6, 12, 17 (twice), 24 and 26

Relief D Class: Sep 3 and Oct 6

**Cleethorpes**, North Lincolnshire  
D Class: Aug 8, 11, 16 (twice), 17, 20, Sep 4, 7, 10 and 22

**Clifden**, Co Galway  
Atlantic 21: Aug 6 and Sep 29

C Class: Aug 10 and Sep 29 (twice)

**Clogher Head**, Co Louth  
Mersey: Oct 21

**Conwy**, Conwy  
D Class: Aug 13 and 15

**Courtmacherry Harbour**, Co Cork

Trent: Aug 3 (four times), 4, 8, 10, 12, 28, Sep 25, Oct 19 and 31

**Courtown**, Co Wexford  
D Class: Aug 13, 20 and Oct 18

**Criccieth**, Gwynedd  
Atlantic 75: Aug 12, 13, 23, 24, 25, 27 (twice), 31 (twice), Sep 25 and Oct 23

**Cromer**, Norfolk  
Mersey: Aug 3, 16 and Sep 22

D Class: Aug 9, 12, 14, 17 and 24

**Cullercoats**, Tyne and Wear

Atlantic 21: Aug 1 (twice), 9 (twice), Sep 13, 20, Oct 7, 11 and 30

**Donaghadee**, Co Down  
Relief Arun: Aug 7

Arun: Aug 13, 24, 31 (twice), Sep 6, Oct 11 and 25

**Douglas**, Isle of Man  
Tyne: Aug 3, 11, 15, 21, 24 and Oct 19

**Dover**, Kent  
Severn: Aug 3, 8 (twice), 10, 15, 30, 31, Sep 18, 20, 21, 26, Oct 1, 26, 27, 28 and 30

**Dunbar**, Lothian  
Trent: Aug 1, 15, 18, 27 and Oct 20

Relief D Class: Aug 1 (twice)

D Class: Aug 6, 7 (twice), 15, 18, 26, 29, 30 and 31

**Dungeness**, Kent  
Mersey: Aug 7, 30, Sep 18 and Oct 17

**Dun Laoghaire**, Co Dublin  
Trent: Aug 16 and 26 (twice)

Relief D Class: Aug 10, 24 (twice) and 26 (twice)

**Dunmore East**, Co Waterford  
Trent: Sep 7, 8, 10 and 27

**Eastbourne**, East Sussex  
Mersey: Aug 2, 3 (twice), 10, 17, 22, 23 (twice), 27 (twice), 28 (twice), Sep 2, 6 (twice), 9, 11, 14, 20 (twice), 22, 25, 27, 28, Oct 3, 12, 19 (twice) and 26

D Class: Aug 17, 19, 23, 24, 27, 28, 30, Sep 2 (twice), 4, 10, 13 (twice), 14, 20 and 25

**Exmouth**, South Devon  
Trent: Aug 18, Sep 18, 20, 27, Oct 13, 22 and 23

D Class: Aug 9, 10 (twice), 17, 21, 25 (three times), 31, Sep 1, 4, 10, 13, 18, Oct 13, 17, 19 and 23

**Eyemouth**, Borders  
Trent: Aug 1, 26, Sep 17 (twice), Oct 3 and 19 (twice)

**Falmouth**, Cornwall  
Severn: Aug 3, 17, 25, Sep 18 and Oct 27

Atlantic 21: Aug 2, 9, 14, 25, 31, Sep 3, 26, Oct 29 and 31

**Fenit**, Co Kerry  
Arun: Aug 2, 6, 8, 17, Sep 4, 17, 24 and Oct 27

**Fethard**, Co Kerry  
Relief D Class: Aug 9 (twice), 17, 26, 30, Oct 5 (twice) and 19

**Filey**, North Yorkshire  
Relief Mersey: Oct 4

D Class: Aug 22 (three times), Sep 2, 8, 9 and Oct 7

**Fishguard**, Pembrokeshire  
Relief Trent: Aug 21 and Oct 2

D Class: Aug 2, 10 and 21

**Flamborough**, East Yorkshire  
Atlantic 75: Aug 8, 10, 15, 25 (twice), Sep 7, 10, 20 and 28

**Fleetwood**, Lancashire  
Tyne: Aug 2, 12, 24, 31, Sep 14 and Oct 24

D Class: Aug 2, 6, 10, 12



(twice), 22, 24, Sep 17, Oct 15 (twice) and 16

**Flint**, Flintshire

D Class: Oct 2 and 23

Fowey, Cornwall

Trent: Aug 21, 26, Sep 3, 6, 15, 25, 27 and Oct 27

D Class: Sep 3, 6, 15, 25 and Oct 5

**Fraserburgh**, Grampian

Tyne: Aug 4, Sep 18 (twice), Oct 1, 2 and 5

**Galway**, Co Galway

Atlantic 21: Aug 26 and 31

Atlantic 75: Sep 3, 7 (twice), Oct 14 and 17

**Girvan**, Strathclyde

Mersey: Aug 9, Sep 6 and Oct 6

**Great Yarmouth and**

**Gorleston**, Norfolk

Trent: Aug 9, 13, 28, Sep 9 and Oct 18

Relief Atlantic 21: Aug 3, 4, 9, 17, 21, 24, 28 (twice), 31

(twice) and Sep 3

Atlantic 21: Sep 18 (twice), 29,

Oct 2 and 19

**Happisburgh**, Norfolk

D Class: Aug 3, 9, 10 (twice), 13 and 21 (twice)

**Hartlepool**, Cleveland

Tyne: Aug 3, 10 (twice), 19, Sep 24 and Oct 12

Atlantic 21: Aug 12, Sep 6, 14, 24, Oct 5 (twice), 12 and 18

**Harwich**, Essex

Severn: Aug 2, 7, 18, 23, 24, 30 and Oct 10

Atlantic 21: Aug 4 (twice), 7

(three times), 8, 9 (three times), 10, 11, 14, 18, 21 (twice), 24,

27, 28, 31 (three times), Sep 8,

11, 12, 13, 26, 27, Oct 1, 10, 14 and 19

**Hastings**, East Sussex

Mersey: Aug 19, 23, 27, Oct 8 and 16

D Class: Aug 3, Oct 2 and 25

Relief D Class: Aug 15, 17

(twice), 18, 19, 23, 26, Sep 20 and 22

**Hayling Island**, Hampshire

Atlantic 75: Aug 10, 13, 16, 20, 23, 30, 31, Sep 7, 21, 23, Oct 5,

8, 10 (twice) and 12

D Class: Aug 2 (three times), 12, 16, 30 and Sep 23

**Helensburgh**, Strathclyde

Atlantic 21: Aug 3, 5, 6, 8 (twice), 10, 11, 13, 14, 25, 28,

30, Sep 13, 25 (twice), 27, Oct 1, 3, 19 (twice), 25 and 27

**Helvick Head**, Co Waterford

Atlantic 21: Aug 16, 22, 30 and Sep 29

**Holyhead**, Anglesey

Tyne: Aug 11, 23, 25, Oct 13, 15, 20 and 26 (twice)

Relief Tyne: Oct 1 and 5

Relief D Class: Aug 23, Sep 5, 16, 19, Oct 1 and 26

**Horton and Port Eynon**,

Swansea

Relief D Class: Aug 9 and 10 (twice)

D Class: Aug 17 (four times), 29, Sep 27, 28, 29, Oct 5 and 19

**Howth**, Co Dublin

Relief Arun: Aug 18, 20, 25, 26, Sep 1, 17, 28 and Oct 1

D Class: Oct 8

**Hoylelake**, Merseyside

Mersey: Aug 10 (twice), 30, Sep 20 and Oct 20

**Humber**, East Yorkshire

Severn: Aug 3, Sep 22, Oct 17, 18, 23 and 26

Relief Arun: Aug 4, 16, 17, 30 (twice) and Sep 8

**Hunstanton**, Norfolk

Atlantic 21: Aug 4 (twice), 10 (four times), 11 (twice), 15, 16,

17 (six times), 18, 23, 24 (twice), Sep 6 and Oct 30

**Ilfracombe**, North Devon

Mersey: Aug 3, 17, 24 and 26

D Class: Aug 4, 11, 15 (three times), 16, 17 (twice), 18, 19 and 25

**Invergordon**, Highland

Trent: Aug 23, Sep 6 and Oct 29

**Islay**, Strathclyde

Severn: Aug 7

Relief Arun: Aug 9, 20, Sep 19, 21, 27, Oct 9, 18, 20 and 23

**Kilkeel**, Co Down

Atlantic 21: Aug 26 and Sep 13

**Kilmore Quay**, Co Wexford

Mersey: Aug 8, Sep 4 (twice), Oct 5, 19, 22 and 31

**Kilrush**, Co Clare

Atlantic 75: Sep 13

**Kinghorn**, Fife

Atlantic 75: Aug 10 (twice), 16, 17, 19, 20, 24, Sep 5, 28, Oct 4,

6 and 19

**Kippford**, Dumfries and

Galloway

D Class: Aug 7, 17 and 22 (twice)

**Kirkcudbright**, Dumfries and

Galloway

Atlantic 21: Aug 7, 20 and Oct 22

**Kirkwall**, Orkney

Arun: Aug 7, 20, Sep 22, Oct 6 and 20

**Kyle of Lochalsh**, Highland

Atlantic 21: Aug 11, 20 (twice), 22 and 24

Atlantic 75: Aug 27 (twice), Sep 5, 13 (twice) and 19

**Largs**, Strathclyde

Atlantic 21: Aug 3, 8, 9, 10, 18 (twice), 20, 31 (twice), Sep 27

(four times), Oct 27 and 29

**Larne**, Co Antrim

Waveney: Aug 7 and 14

D Class: Aug 2 and 17

Relief D Class: Oct 25

**Lerwick**, Shetland

Severn: Aug 4, 8, 13, 27 and 30

**Little & Broad Haven**,

Pembrokeshire

D Class: Aug 2, 3, 10 (three times), 11, 16, 23 and 24

Relief D Class: Sep 21 and Oct 12 (twice)

**Littlehampton**, West Sussex

Atlantic 21: Aug 3, 9 (twice), 17,

23, 27 and 31 (twice)

Relief Atlantic 21: Sep 14, 15,

25, 28, Oct 4 (twice), 10, 11, 18

and 19 (twice)

**The Lizard**, Cornwall

Tyne: Aug 17 (twice)

**Llandudno**, Conwy

Mersey: Aug 10 (twice) and 24

D Class: Aug 1, 2, 9, 16, 17 and

25 (twice)

Relief D Class: Oct 2 and 5

**Lochinver**, Highland

Arun: Aug 3 (twice), 11 (twice), Sep 2, 15 and Oct 18

**Lowestoft**, Suffolk

Tyne: Aug 24, 28 (twice), Sep 3,

10, 12, 27, 29 and Oct 7

Relief Waveney: Oct 29

**Lyme Regis**, Dorset

Atlantic 21: Aug 2, 16, 17 (twice), 20, 22 (twice), 23, 26,

Sep 21 and 28

Atlantic 75: Oct 3, 18 and 23

**Lymington**, Hampshire

Atlantic 21: Aug 10, 17, 23, 28 (twice), 29, 31, Sep 1, 13, 28,

Oct 7 and 20

**Lytham St. Annes**, Lancashire

Relief Mersey: Aug 11 and Oct 24

Tyne: Aug 28, Sep 10 and 25

D Class: Aug 27, Sep 7 (twice) and 10 (twice)

**Mablethorpe**, Lincolnshire

Relief D Class: Aug 9, 11, 14, 17, 21 (three times), Sep 1

(twice) and 7

**Macduff**, Grampian

Atlantic 21: Aug 4, 17 and Sep 26

**Mallaig**, Highland

Arun: Aug 12, 26, 27, Sep 7, 11, 17 and Oct 5

Relief Arun: Oct 4 and 7

**Marazion**, Cornwall

D Class: Aug 5, 15, 27, Sep 1, 6, 16 and Oct 13

**Margate**, Kent

Mersey: Aug 4, Sep 28 and Oct 6

D Class: Aug 10, 11, 13, 15 and 22

**Minehead**, Somerset

Atlantic 75: Aug 11, 12, 15, 19 and Oct 10

D Class: Aug 11

**Moelfre**, Anglesey

Tyne: Aug 21, 27, Sep 6 and 18

D Class: Aug 1, 3, 6, 12 (twice), 13, 21, 25, 31 and Sep 4

**Montrose**, Tayside

Tyne: Sep 28 and Oct 23

D Class: Sep 28

**Morecambe**, Lancashire

D Class: Aug 1, 2 and Oct 29

**Mudford**, Dorset

Atlantic 21: Aug 1, 4, 9, 12, 18, 21, 23, 26 (twice), 28, 29, Sep 14 (twice), 18, 20 (twice), 21,

22, 27, Oct 11, 15 and 25

**The Mumbles**, Swansea

Tyne: Aug 2, 8, 26 (twice), Sep 3,

19 and Oct 16

D Class: Aug 9, 12, 17, 18, 26,

Sep 7, 24 and Oct 25

**Newbiggin**, Northumberland

Atlantic 21: Aug 1 (twice), Oct 4,

5, 8 and 18

Relief Atlantic 21: Aug 9, 13 and 16

**New Brighton**, Merseyside

Atlantic 75: Aug 3, 10 (twice), 14,

16 (twice), 19 (twice), 22,

25, Sep 14, Oct 2, 4 (three

times), 13 and 29

**Newcastle**, Co Down

Mersey: Oct 7, 12 and 20

D Class: Oct 5

**Newhaven**, East Sussex

Arun: Aug 10 (twice), 15, 24,

Sep 12 and Oct 26

**Newquay**, Cornwall

Atlantic 75: Aug 8, 10, 19, 21, 24, 29 and Sep 5

D Class: Aug 15, 19, 21, 24, 29, Sep 3, 5 and 9

**New Quay**, Cardiganshire

Mersey: Aug 16 and 24

D Class: Aug 6 and 11

Relief D Class: Aug 30, Sep 5, Oct 4 and 12

**North Berwick**, Lothian

D Class: Aug 10, 13, 15, 16 (twice), 20 and Sep 1 (twice)

Relief D Class: Sep 7, 17 and Oct 16

**North Kessock**, Highland

Relief D Class: Aug 19, 22, Sep 8 and Oct 8

**North Sunderland**, Northumb-

erland

Relief Mersey: Aug 16, 24 and Sep 6

Mersey: Sep 20

D Class: Aug 16, 24 and Sep 20

**Oban**, Strathclyde

Trent: Aug 5, 7, 8, 11, 16, 18, 19, 21 (twice), 23, 28, 29, 30,

31 (twice), Sep 1, 5, 6, 9 (twice), 14, 15, 17, 24, 27

(twice), 28, 30, Oct 6, 16, 25, 29 and 31

Brede: Sep 5

**Padstow**, Cornwall

Tyne: Aug 12, 14 and 23

Relief Tyne: Sep 20

**Penarth**, Vale of Glamorgan

Atlantic 75: Aug 14, 21, 26, 31, Sep 14, 23 and Oct 15

Relief D Class: Aug 2, 9, 21 and Sep 23

**Penlee**, Cornwall

Arun: Aug 26, 29, Sep 29, 30 and Oct 2

**Peterhead**, Grampian

Relief Tyne: Aug 5, 15 and Sep 6

Tyne: Sep 24, Oct 1 and 2

**Plymouth**, South Devon

Arun: Aug 2, 8, 16, 23, 24 (twice), 25 (twice), 26, 28, 30,

Sep 1, 7 (twice), 19, 20 (four times), 21, 22, 28, Oct 5, 26 and 29

**Poole**, Dorset

Brede: Aug 1, 2, 4, 20, Sep 7 (three times), 13, 20, 21 (twice),

22, 30, Oct 8, 18, 19 and 26

Atlantic 75: Aug 1, 2 (three times), 4, 5 (twice), 6, 10, 12,

14, 20 (twice), 21, Sep 6, 7, 9, 14 (three times), 20 (twice), 21,

22, 26, 30, Oct 6, 7, 20 (twice) and 26

**Portaferry**, Co Down

Atlantic 75: Aug 12, 13, 20, 21, 30, Sep 3 (twice), 6, 21, Oct 6 and 24

**Port Erin**, Isle of Man

Relief Atlantic 21: Aug 4, 11, 25 (twice) and Sep 1

**Porthcawl**, Bridgend

Atlantic 75: Aug 2, 8, 14 (twice), 16,

17 (seven times), 19 (twice), 21,

25 (twice), Sep 6 (twice), 14 (twice), 17, 18, 28, Oct 12, 13

(twice), 16 (twice) and 31

**Porthdinllaen**, Gwynedd

Relief Tyne: Aug 22, 24 (twice), Sep 9, 21 and Oct 13

**Port Isaac**, Cornwall

D Class: Aug 7, 9, 15, 16, Sep 1, 18, 20, Oct 3 and 4



# Lifeboat launches

Continued...

**Portpatrick**, Dumfries and Galloway  
Tyne: Aug 7, 8, 10, 29, Oct 12 and 27

**Portree**, Isle of Skye  
Trent: Aug 7, 14, Sep 4 and 10 (three times)

**Portrush**, Co Antrim  
Arun: Aug 16, 19 and Sep 6 (twice)  
D Class: Aug 7 (twice), 10 (four times), 11, 19, 20 (twice), 22, 31, Sep 6, 14, 29 and Oct 31

**Portsmouth**, Hampshire  
Atlantic 75: Aug 9 (twice), 21, 31 (three times), Sep 7 (twice), 14, Oct 5 and 10

D Class: Aug 21, Sep 7 and 30  
**Port St Mary**, Isle of Man  
Arun: Aug 4 and 10

**Port Talbot**, Neath & Port Talbot  
D Class: Aug 10 (three times), 12, 13, 17, 20 and Sep 3

**Pwllheli**, Gwynedd  
Mersey: Aug 6, 16 and Sep 25  
D Class: Aug 19, Sep 17, 25 and Oct 30

**Queensferry**, Lothian  
Atlantic 75: Aug 9, 10, 22, 24, 29, Sep 6, 17, 20, 21, 22 (twice), 27, Oct 5 and 6

**Ramsey**, Isle of Man  
Mersey: Oct 11

**Ramsgate**, Kent  
Relief Trent: Aug 3, 4, 16, 18, Sep 10, 30 and Oct 16  
Atlantic 21: Aug 18, 24, 25, Sep 12, 19 and 21  
Relief Atlantic 21: Sep 30, Oct 1, 12 and 14

**Red Bay**, Co Antrim  
Atlantic 75: Aug 13, 16, 23, 24, 26 and Sep 4

**Redcar**, Cleveland  
Atlantic 21: Aug 6, 17 (twice), Sep 8, 9, 21 (twice), Oct 4 and 5  
D Class: Aug 6, 12 and Sep 8  
Relief D Class: Oct 4

**Rhyl**, Denbighshire  
Relief Mersey: Aug 20, 24, 27 (twice), Sep 17, Oct 14 and 17  
D Class: Aug 3, 8 (four times), 10 (four times), 14, 15, 16 (twice), 19 (seven times), 20, 22, 25, 26, 27, 28, Sep 21 (twice), Oct 1, 11 and 19

**Rock**, Cornwall  
D Class: Aug 3 (twice), 4, 10, 11 (three times), 12, 20, 23, 26 (twice), 29, Sep 2 (three times), 15, 16 and Oct 28 (twice)

**Rosslare Harbour**, Co Wexford  
Arun: Aug 5 and Oct 9

**Rye Harbour**, East Sussex  
Atlantic 75: Aug 5, 9, 10, 17, 19, 24, 25, Sep 24, Oct 4, 6 and 12

**St. Abbs**, Borders  
Relief Atlantic 21: Sep 20 and 27

**St. Agnes**, Cornwall  
D Class: Aug 7, 20, Sep 19, 21 and 25

**St. Bees**, Cumbria  
Atlantic 75: Aug 13 and 26

**St. Catherine**, Channel Islands  
Atlantic 21: Aug 4, 9 (twice), 24 and Oct 26

**St. Davids**, Pembrokeshire  
Tyne: Aug 4 and 10  
Relief D Class: Aug 25 and Sep 4

**St. Helier**, Channel Islands  
Tyne: Aug 6, 9, 10 (three times), 23, Sep 6, 12, 13,

**St. Ives**, Cornwall  
Mersey: Aug 28, Sep 2, 20 (twice), 21, 22, 29, 30 and Oct 3  
D Class: Aug 15, 19, 28, Sep 2, 20 (twice), 22 and 30

**St. Mary's**, Isles of Scilly  
Relief Arun: Aug 3 and 8  
Arun: Aug 27 and Sep 7

**St. Peter Port**, Channel Islands  
Severn: Aug 4, 9, Oct 5 and 17  
Relief Arun: Aug 10, 17, 18, 22, 25, Sep 16, 30 and Oct 1

**Salcombe**, South Devon  
Tyne: Aug 12, 25, 26 (three times), 31 (twice), Sep 14, 15, 17, 18 (twice), 19 and 20

**Scarborough**, North Yorkshire  
Mersey: Sep 25 (twice) and Oct 7

Relief D Class: Aug 8, 22, Sep 4 and 25

**Selsey**, West Sussex  
Relief Tyne: Aug 2, 12, 16, 20, 23 and 28

Tyne: Oct 10 and 20  
D Class: Aug 11, 12, 17, 20, 28, 30, Sep 17 and Oct 20

**Sennen Cove**, Cornwall  
Mersey: Aug 3, 21, Sep 12, 26 (twice) and 27  
Relief D Class: Aug 13, 21 and Sep 6

D Class: Sep 20, 26, 27 and 28  
**Sheerness**, Kent

Trent: Aug 16, 23, 29, 31, Sep 3, 28 (twice), 29 and Oct 19  
D Class: Aug 1, 2, 7 (twice), 15, 17 (twice), 18 (twice), 25, 28, 31 (twice) and Sep 1

Relief D Class: Sep 14, Oct 3, 7, 8 and 12

**Sheringham**, Norfolk  
Atlantic 75: Aug 16, 19 and Sep 13

**Shoreham Harbour**, West Sussex  
Tyne: Aug 3, 14, 17, 27, 28, Sep 12 and Oct 26 (twice)

D Class: Aug 7, 17, 18, Sep 18 (twice) and Oct 26

**Silloth**, Cumbria  
Atlantic 75: Aug 19, Sep 1, Oct 12, 17 and 18

**Skegness**, Lincolnshire  
Mersey: Aug 4 (twice), 29, Sep 10 and Oct 7

D Class: Aug 4, 9, 10, 14 (four times), 17 (four times), 18 (twice), 20, 21 (three times), 29 and Sep 1 (twice)

**Skerries**, Co Dublin  
D Class: Aug 21, 27 and Oct 1

**Southend-on-Sea**, Essex  
Relief Atlantic 21: Aug 2, 7, 8, 11, 14 (twice), 16 (twice), 17 (four times), 20 (twice), 21,

23 and 24

Atlantic 21: Aug 27, 28, 30, Sep 6 (twice), 11, 13, 15, 20, 21, 22, Oct 3, 5, 7, 8 (twice), 12 and 20

D Class: Aug 7, 13, 19, 23, 24 (twice), 26, Sep 2, 3, 12, 14, 17, 20, 22, 24, Oct 1, 8 (twice), 10 and 12

Relief D Class: Aug 10 (twice), 11, 14 (twice), 16, 17, 20 (twice), 23 (twice), 27 and Sep 6

**Southwold**, Suffolk  
Atlantic 21: Aug 3, 14, 17, 18, 19, 25, 28 (twice), 30 and Oct 19

**Staithes and Runswick**, North Yorkshire  
Relief Atlantic 21: Aug 16, 20, 31, Sep 8, 10 and Oct 5

**Stornoway**, Western Isles  
Arun: Aug 7 (twice) and Sep 26

**Stromness**, Orkney  
Arun: Aug 3, Sep 4 and 19

**Sunderland**, Tyne and Wear  
Trent: Aug 10, 17, 18, 20, 24, 29, 30 and Sep 19

D Class: Aug 1, 17, 18, 20, 24, 30, Sep 10, 19, Oct 1 and 18

**Swanage**, Dorset  
Mersey: Aug 4, 6, 10, 15, Sep 6, 12, 13, 23 (twice), Oct 11 and 19

D Class: Aug 4, 10, 12 and 19  
Relief D Class: Aug 29, 31, Sep 2, 13 and 23

**Teesmouth**, Cleveland  
Tyne: Aug 5, Sep 8, 10, 24, Oct 4 (twice) and 12

**Teignmouth**, South Devon  
Atlantic 21: Aug 7, 21, 26, 30, 31 and Oct 3

**Tenby**, Pembrokeshire  
Tyne: Aug 3 (twice), 8 (twice), 16, 17, 20, 26, Sep 4, 11, Oct 18 and 20

D Class: Aug 3, 10, 14, 15, 17 (four times), 18, 20 (twice), 22, 27, 29, Sep 4 and 6

**Thurso**, Highland  
Arun: Aug 6, 24, Sep 15 and Oct 12

**Tighnabruaich**, Strathclyde  
C Class: Sep 2  
Atlantic 21: Sep 5, 13, 27, Oct 1 and 29

**Tobermory**, Strathclyde  
Arun: Aug 11, 14 (twice), 16, Sep 19 and Oct 10

**Torbay**, South Devon  
Arun: Aug 3 (twice), 5, 17, 19, 27 (twice), Sep 10, 15, Oct 1, 8, 10, 20, 22 and 31

Relief D Class: Aug 10 (twice), 13, 16 (twice), 17, 20, 31, Sep 4, 6, Oct 5, 9 (three times), 10 and 19 (twice)

D Class: Oct 25 and 29  
**Tramore**, Co Waterford

D Class: Aug 9, 18 (twice) and Sep 13

**Trearddur Bay**, Anglesey  
Atlantic 75: Aug 1, 5, 6, 10 (twice), 14, 21, 24 (three times), 25, Sep 3 (twice) and 25

**Troon**, Strathclyde  
Arun: Aug 6, 18, Sep 6, 11, 22, 25, 27, 28, Oct 3, 9 and 14

**Tynemouth**, Tyne and Wear

Arun: Aug 11, 19, Oct 8, 10, 15, 27 and 28

D Class: Aug 1, 19, Sep 4, 12, 14 (twice) and Oct 8

Relief D Class: Oct 12  
**Valentia**, Co Kerry  
Severn: Aug 1 (four times), 2 (three times), 5, 14, 17 (twice), 20, Sep 23, Oct 3, 23 and 24

**Walmer**, Kent  
Atlantic 21: Aug 24 (twice), Sep 7, 20 and 21

D Class: Aug 12, 23 (twice), 24 (twice), Sep 7 and 9

**Walton and Frinton**, Essex  
Tyne: Aug 2, 5, 19, Sep 11, 17 and 27

**Wells**, Norfolk  
Mersey: Aug 14 (twice), 16, 17 and 19

D Class: Aug 5, 11, 13, 15, 16, 17, 18 (three times) and Oct 1  
Relief D Class: Oct 10

**West Kirby**, Merseyside  
D Class: Sep 8 and Oct 4

**West Mersea**, Essex  
Atlantic 21: Aug 4 (twice), 10 (twice), 20, 22, 30 (three times), 31, Sep 7, 18, 27, 28 (twice), Oct 12 and 20

**Weston-super-Mare**, Somerset  
Atlantic 21: Aug 1, 9, 15, 17, 23, Sep 11, 14, 15 and 23

D Class: Aug 1, 2, 9, 15, 16, 17, 21, 22, 23, Sep 11, 14 and 15

**Weymouth**, Dorset  
Arun: Aug 7, 12, 13, 22, 30, Oct 8, 15 and 18

Atlantic 21: Aug 7, 13 and 22  
Relief Atlantic 21: Aug 23, 25, Sep 3, 7, 9, 11, Oct 8 and 10

**Whitby**, North Yorkshire  
Relief Trent: Aug 6 (twice), 10, 12, 14, 19, 31, Sep 2, 20 and 21

Trent: Oct 20 and 30  
D Class: Aug 5, 22, 29, 31 (twice), Sep 4, 16 and Oct 17

**Whitstable**, Kent  
Atlantic 21: Aug 4 (twice), 9, 10, 11, 16, 23, 24, 25, 29, 31, Sep 2, 6, 12, 14, 16, 21, Oct 5, 15, 16 and 20

**Wick**, Highland  
Trent: Oct 11 and 30

**Wicklow**, Co Wicklow  
Tyne: Sep 7, 19 and Oct 3

**Withernsea**, East Yorkshire  
Relief D Class: Sep 7

D Class: Sep 27 (twice), 28, Oct 5 and 17

**Workington**, Cumbria  
Tyne: Sep 19, Oct 3 and 17

**Yarmouth**, Isle of Wight  
Relief Arun: Aug 1, 15, 27, 29, Sep 2, 10, 12, 14, Oct 4 (twice) and 25

**Youghal**, Co Cork  
Atlantic 21: Aug 10 (twice)  
Relief Atlantic 21: Aug 19 and Oct 27

**On Passage**  
ON 1073 Arun: Aug 9  
ON 1094 Tyne: Sep 18

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.



# NEW! The Music of Gilbert & Sullivan

The Band of Her Majesty's Royal Marines, Plymouth and the Plymouth Gilbert & Sullivan Fellowship have joined forces to produce this unique recording which will be much appreciated by Gilbert and Sullivan enthusiasts and lovers of fine musicianship alike!

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.

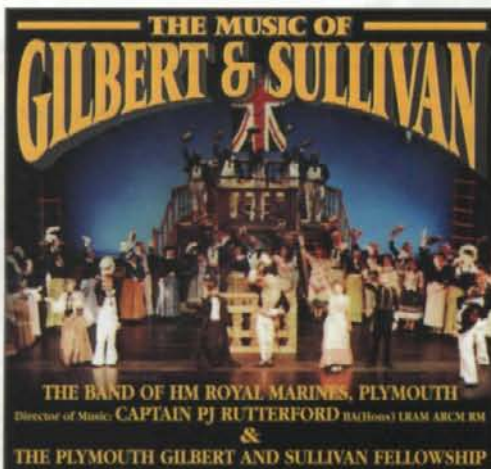
This recording features the music of Gilbert and Sullivan in a number of special arrangements by Ray Woodfield, a previous Royal Marines Director of Music combined with two of their most popular overtures and the suites arranged by Sir Charles Mackerras for his ballet 'Pineapple Poll'.

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.

This recording is the first of its kind to use the combined talents of full mixed voices from a Gilbert and Sullivan chorus with the Royal Marines Band all based in the Plymouth area. It combines new and interesting band accompaniments with the familiar and popular Gilbert and Sullivan songs and choruses.

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**Prices: CDs ~ £12.00\* each  
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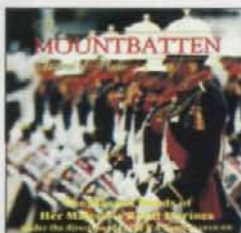
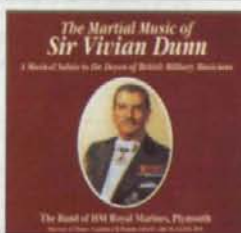
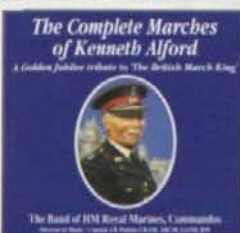
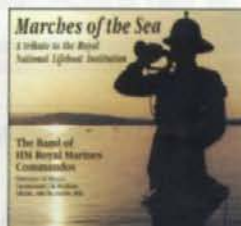
\* (Prices include PGP on all orders from within the UK) - Overseas postal rates on request

*For further information on any of the above recordings including full play lists, please send s.a.e.*

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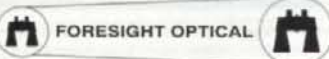


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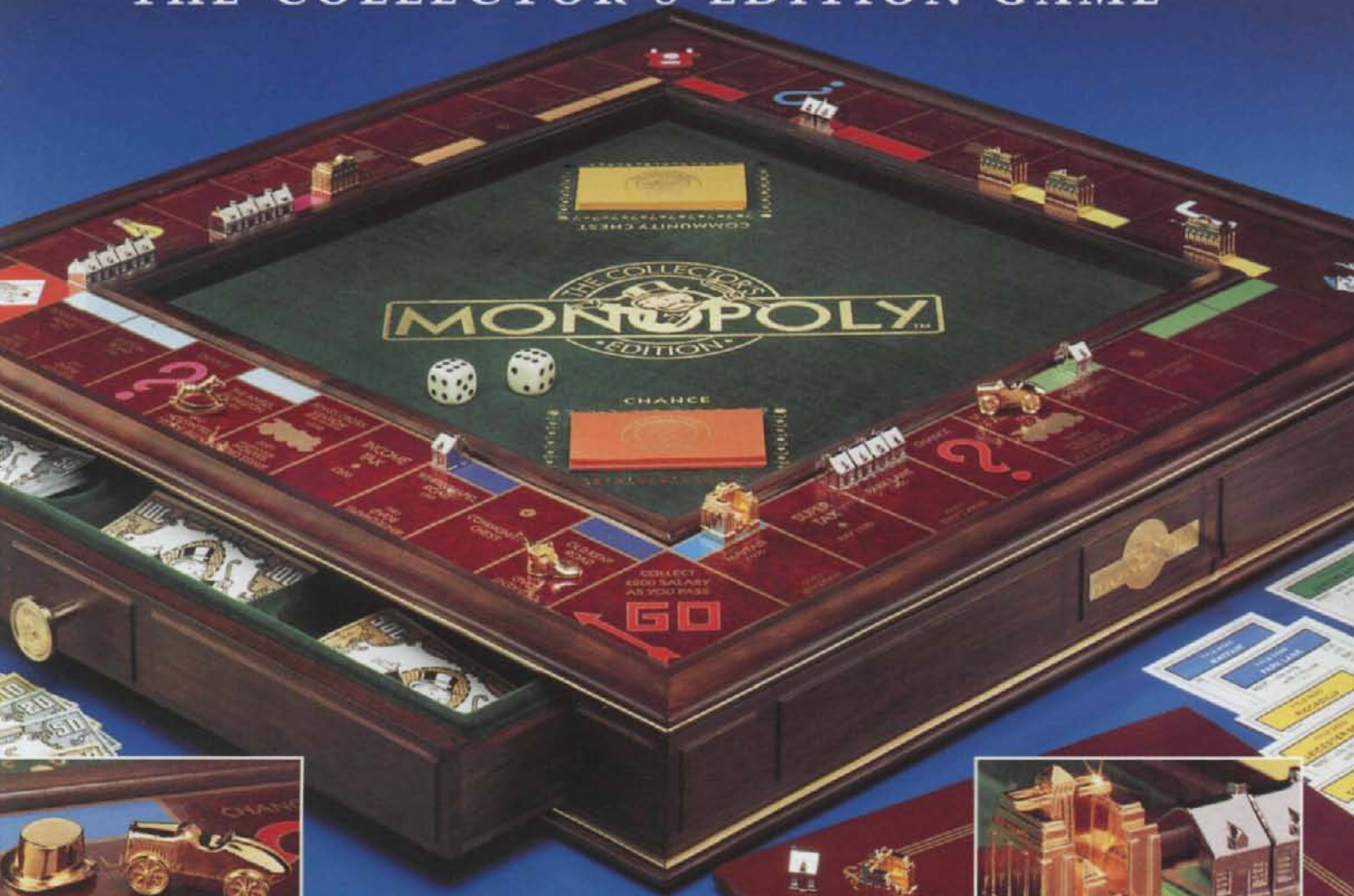
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