

The
Lifboat

Summer 1998

The magazine of the RNLI

In this issue...

- **The Annual Meetings**
– and awards for gallantry
- **South African lifeboats**
– celebrating 30 years
- **RNLI Headcases!**
– setting headgear safety standards



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The Lifeboat

Summer 1998

In this issue...

Volume 56 Number 544

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Front Cover



Relief D class inflatable lifeboat, *City of Derby*, (D408) is shown crashing through waves at Dunbar where she was on relief duty between February and July 1995.

Photo by Rick Tomlinson

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NEWS



A Severn class lifeboat sets out on another rescue mission.

New Severn class lifeboat for Stornoway station

It has recently been agreed by the executive committee of the RNLI that Stornoway will be allocated a new Severn class lifeboat.

In 1995, Stornoway was allocated the first production model Severn class lifeboat, *The Will*, which was due to go on station at Stornoway in 1996. However, during passage to station she fell of a 7m wave sustaining damage which led to modifications in her and the other six Severn class lifeboats then under construction. Consequently, Stornoway lifeboat station asked not to have that particular lifeboat. However, following modifications, *The Will* has been operating very successfully at Falmouth, Cornwall, and there are now 13 other Severn class lifeboats in the RNLI fleet.

The 17m (55ft 9in) Severn class lifeboats have proved themselves to be capable of operating in the very worst conditions, with Lerwick's Severn taking part in a Gold Medal rescue. This is the first award carried out in a Severn class lifeboat.

First RNLI safety seminars for fishermen

The RNLI aims to reduce the number of incidents that lifeboats are required to respond to by education, rather than legislation. As part of that initiative, Peter Bradley, the RNLI's Sea Safety Liaison Officer, accompanied by a representative from the Marine and Coastguard Agency, talked to fishermen at a number of venues throughout the South West last January. This was the first time the RNLI had addressed fishermen, who are most at risk from adverse weather or machinery failure, face-to-face.

The RNLI's Sea Safety Liaison Working Group has produced 11 booklets giving safety advice of which three are specifically aimed at fishermen.

Speaking of the need to address fisherman, Peter Bradley says *'Factual evidence from the Marine Accident Investigation Branch shows that in 1996, there were 516 incidents involving fishing vessels, of which 161 were because of flooding, grounding and collision. A further 326 involved machinery failure of one sort or another. Many of these incidents could be avoided if some basic safety guidelines were followed. By going round the country and talking with fishermen we hope to have an exchange of ideas which will ultimately identify and reduce the areas of risk in a potentially dangerous environment'*.

**SAFETY
ON THE
SEA**

NEWSPPOINT

This issue of *The Lifeboat* well illustrates some features of the RNLI which may not be well known to the less committed supporter.

In both the reports of lifeboat services and in the account of the annual Presentation of Awards, a service at Ballyglass makes prominent news.

This service brings home the RNLI's active role in sea safety in the Republic of Ireland, where it has functioned in exactly the same way as it has in the North and on the mainland of the UK since well before partition.

It also underlines the way in which the Institution works hand in glove with other emergency services – in this case the Irish Marine Emergency Service (IMES), the equivalent of the UK's Coastguard and with the Garda Siochana, the Irish police force.

In this particular service members of a local amateur diving club also played their part, with one of them sacrificing his life in the attempt.

The complexity of the incident and the way in which everyone pulled together can only be appreciated by reading the full account. RNLI crew played a substantial part in the rescue, but the RNLI was pleased to award its Bronze Medal for gallantry to a diver from the Garda Siochana, as such awards are not reserved entirely for lifeboat crews but are considered when anyone shows such bravery in a maritime rescue.

The RNLI may be fiercely proud of its independence, but to use modern parlance, it is very much a 'team player', working hand-in-glove with both government and voluntary organisations.

John Parker

With deep regret we report that Mr John Parker CBE FRCS FRCP, a member of the Medical and Survival Committee, has died.

As an undergraduate in medicine at the University of St Andrews from 1956-1962, Mr Parker undertook general surgical training in Scotland prior to training in cardiac surgery in London and the United States. Since 1975 he was a consultant cardiac surgeon to St. George's hospital in London.

Mr Parker first joined the Medical and Survival Committee in 1985 and had served for ten years before taking a year's sabbatical. He rejoined the committee in 1996.

The Lifeboat is published four times a year and is sent free to RNLI Members and Governors. The next issue will be Autumn 1998 and will appear in September 1998.

News items should be received by 31 July 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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Offshore receives industry endorsement

The RNLI's **Offshore** membership drive has received a major boost with newly launched mail order chandlery company, Compass Watersports, agreeing to a long-term endorsement of the sea users membership grade. The joint marketing initiative will see the **Offshore** message reaching thousands of sea-users via Compass Watersports' own marketing materials and activities.

Compass Watersports launched into the UK marine market in the Spring and plans to insert catalogue request forms into major marine titles. The catalogues will include editorial information on **Offshore** membership, reminding customers to consider supporting the RNLI in a regular fashion. Customers will also receive **Offshore** recruitment forms with their completed orders.

Sales and marketing director of Compass Watersports, David Lewin commented, 'I am delighted to be able to spread the word about **Offshore**. As a regular sailor myself I may one day need to call out a lifeboat and would be proud to tell the crew I'm an **Offshore** member. I believe that marine companies have a responsibility to do whatever they can to encourage people to consider regular commitment to the RNLI and **Offshore** is a perfect marketing opportunity that should work well for both the charity and the company.'

David Brann, marketing manager of the RNLI welcomed this new corporate partnership. 'We are delighted when marine companies such as Compass Watersports lend their marketing support to us. This will allow us to speak to new audiences as well as remind those who have already heard about **Offshore** to pick up a pen, fill in the form and join. We already have good corporate relationships with other marine companies such as International Paint and Pains Wessex and we look forward to a fruitful relationship with Compass Watersports.'

As well as encouraging their own customers to join **Offshore**, Compass plans to offer existing **Offshore** members a range of discounts and exclusively priced products from their catalogue.



David Lewin, sales and marketing manager of Compass Watersports with David Brann, marketing manager of the RNLI, announcing their joint initiative.



Director visits volunteer rescue service

The Caister Volunteer Rescue Service, which operates the country's only independent all-weather lifeboat, played host to the Director Brian Miles and his wife Anne, and Richard Perks, deputy divisional inspector of lifeboats (east division).

They were introduced to crew and members of Caister Volunteer Rescue Service and spent considerable time examining the lifeboat *Bernard Matthews*. The Director was then presented with a limited edition print of the lifeboat and the last available Caister lifeboat 150 year anniversary mug. Mrs Miles was presented with flowers by the coxswain's daughter.



Top right: Caister lifeboat
Left to right: Mr R Perks, Mrs A Miles, RNLI Director Brian Miles, Mr A Webster (secretary), Mr R Thurlow (coxswain), Mr P Durrant (crew).

Return of old favourite

Plymouth Gin is making a return to off license shelves all over Britain and was recently voted 'top gin' by the BBC's Food & Drink programme which helped boost sales by 500%.

What's more, for each bottle sold, Plymouth Gin will donate 5p to the RNLI.

Plymouth Gin is currently available from most Tesco, Asda, Threshers, Unwins and Bottoms up outlets.



The Lifeboat on audio tape

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

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

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

NEWS

New D class for North Sunderland



North Sunderland took possession of its new D class inshore lifeboat at a ceremony on Sunday, 26 April 1998, when it was officially named *Martin, John & Ann*.

The new lifeboat, a result of a generous gift from Mr Gerry Lynch of Edinburgh, was officially named by his daughter, Mrs Ann Chandler, after a service of dedication.

Mr John Hanvey, chairman of North Sunderland lifeboat station, opened the proceedings and the lifeboat was then handed to the RNLI by Gerry Lynch. Captain George Alston, station honorary secretary of North Sunderland

lifeboat station, accepted the lifeboat on behalf of the RNLI.

Following the service of dedication, led by the Reverend David Rogerson, a vote of thanks was given by Mrs Shirley Porteous, chairman of North Sunderland ladies lifeboat guild. Angharad Porteous, aged 9, presented a bouquet of flowers to Mrs Chandler.

Onlookers then had the chance to see the lifeboat put through its paces at the conclusion of a very happy and memorable occasion for North Sunderland lifeboat station.

Left to right: Mr J Evans, chairman Grace Darling Museum committee, HRH The Duke of Gloucester, HRH The Duchess of Gloucester, Mrs Christine Bell, honorary curator Grace Darling museum.



Royal visit to RNLI museum

Their Royal Highnesses, the Duke and Duchess of Gloucester visited the Grace Darling Museum in Bamburgh earlier this year.

The Duke was presented with an old edition of Eva Hope's book on Grace Darling, and the Duchess with a picture illustrating aspects of Grace's life by a local resident.

The museum was recently given, on loan, the Silver Medal presented to Grace Darling by the Royal Institution for the Preservation of Life from Shipwreck (now the RNLI).

Grace's bible, presented by the citizens of Kirkaldy in recognition of her bravery, has also been offered to the museum by a clergyman in Canada, where it was bought in a garage sale.



The Crew Training Appeal has progressed well during 1998 and we hope to have reached the £2m mark by the time this goes to print. Forty eight lifeboat stations are now fully funded at £4,000 each per annum, and many more are underway. There is, however, a further £3m to go and our many patrons are kindly working very hard to keep the momentum going. We published our first newsletter in April and the second will be available in July. For further information please contact Julian Barrell, Crew Training Appeal Officer, RNLI, 20 Buckingham Street, London WC2N 6EF. Tel: 0171-839 3369.

Joan Clements drives away with first prize!

Mrs Joan Clements remarkably won both first and third prize in the January drawn lifeboat lottery - the first time during the lottery's 20 year history that anyone has won more than one prize in a single draw.

Joan receives her brand new Peugeot 306.



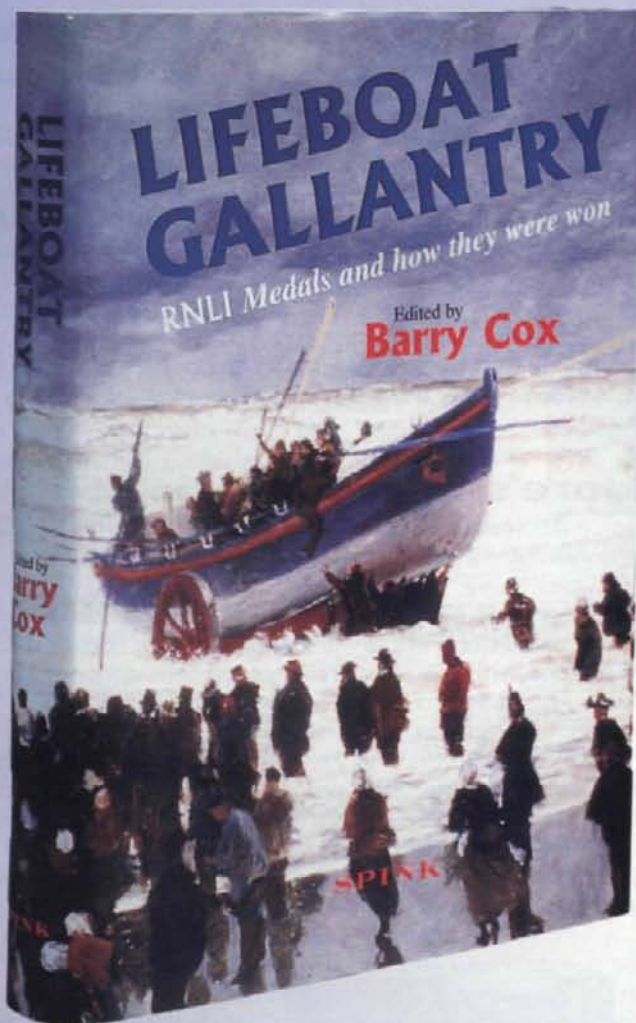
Delighted with her win, Joan is seen here at her local Peugeot dealership, Coopers of Buckingham, receiving first prize. 'The handing over of the car was a very pleasant occasion. I have never had to smile so many times as I did for the photographs and everyone was so kind. Thank you RNLI and Peugeot for my lovely prizes'.

Joan went on to tell us that her daughter and eldest grandson took her to France for a week in the Peugeot and commented 'It was such a comfortable drive'. It appears that Joan, who is certainly making the most of her, went on to say 'Thank you for my amazing prizes in a January draw, the beautiful Peugeot 306, and the third prize of £250. I really hit the jackpot!'

If you would also like the chance to 'hit the jackpot', then please remember to complete and return your tickets to us. The most recent draw features prizes ranging from £100 to £2,000. If you would like to receive or require more tickets, please ring Rebekah Rose on the 'lottery hotline', (01202) 663219.

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NEWS



John Avins, a 34ft self-righter lifeboat was stationed at Wick from 1895-1905. She launched six times and saved 11 lives.

Wick lifeboat station receives award

The Thanks of the Institution inscribed on Vellum for the completion of 150 years service is to be awarded to Wick lifeboat station.

The British Fishery Society had a lifeboat built and placed it into the care of the Wick and Pulteneytown Harbour Trust in 1848, which was taken over by the RNLI in 1895.

The lifeboat station has a distinguished history. Six RNLI Silver Medals for bravery have been awarded in total, two of which were awarded to one man, Captain Tudor RN, in 1857 and 1860. RNLI Bronze Medals were awarded to Coxswain Neil Stewart in 1942 and to Coxswain/Mechanic Donald McKay in 1984. Most recently, Coxswain Walter McPhee and Acting Second Coxswain Ian Cormack received the Thanks of the Institution inscribed on Vellum, for the rescue of two crew from a fishing boat in 1992. New shore facilities for the crew were completed in August 1997.



Mrs Evelyn Paley, donor of Appledore's Atlantic 75, Douglas Paley with divisional inspector for the South, George Rawlinson, preparing the champagne.

Appledore's new Atlantic 75

The sun shone on Appledore when the station's new Atlantic 75 was named by the donor, Mrs Evelyn Paley, in memory of her husband, Air Commodore Douglas Paley.

Douglas Paley has taken over from the Atlantic 21 *Manchester and District XXXII* which had been at the station since 1986. The new ILB will be better able to cope with the often treacherous seas encountered when crossing the notorious Bideford Bar.

Chairman of the Appledore station branch, Joe Ball, opened the proceedings and introduced Mrs Paley, who handed over the ILB to the Institution. The Director, Lieutenant Commander Brian Miles, accepted the lifeboat on behalf of the RNLI before delivering her into the care of Appledore's station honorary secretary David Maxwell.

Divisional inspector (South) George Rawlinson spoke about the design of the Atlantic 75, after which a service of dedication was conducted by the Rev John Ewington. A demonstration launch then took place.

A Devon cream tea was served to the guests, crew and families before Mrs Paley and her family joined the crew for an informal party, in the course of which the Director presented a well-earned Silver Statuette to the station's hard-working president/chairman, Joe Ball, in recognition of his efforts on behalf of the service over many years.


175 years
of saving lives at sea

Good cheer!

No birthday celebration would be complete without a drink and a toast, and the RNLI's 175th birthday next year will be no exception - thanks to the generosity of Ipswich brewer Tolly Cobbold.

For they have brewed a special Lifeboat Celebration Ale for 1999, which will be launched at the Ipswich Beer Festival this year on Tuesday 22 September at the Ipswich Corn Exchange.

A lifeboat will bring the beer up the River Orwell to the festival where it will be taken off by motorised dray to be sampled by local celebrities and visitors to the festival.

The beer will be available in pubs and supermarkets throughout the country and Tolly Cobbold will be donating £1.02p per case to RNLI funds for every case sold and 8.5p from the sale of each bottle sold.

Brian Cowie, Director of Tolly Cobbold said of the beer - 'a classic premium quality ale with a rich ruby colour, full-bodied and satisfying with plenty of hop fruit character' and he should know, for Tolly Cobbold have been brewing since 1723!

Each bottle will feature the RNLI's eye-catching 175th logo, together with a collectable series of six back labels each highlighting an historic RNLI event from 1824 to the current day.

The lifeboat beer was the brainchild of Stella Dubbin, Area Organiser in the RNLI's Eastern Region. Both Stella and Tolly Cobbold are sure this will be a big seller!

For further information about the 175th anniversary celebrations please contact the Anniversary Project Manager, Frances Aldridge, on (01202) 663323.

Right: The RNLI's anniversary label which will appear on the front of the beer bottles.



Rescue 50 miles inland!

At 0815 on Good Friday, 10 April 1998, Weston-super-Mare and Penarth lifeboat stations received information from RNLI headquarters that urgent assistance was requested due to the severe flooding in the South Midlands. Crew members from both stations were rapidly assembled and prepared to travel to Worcester to assist the local emergency services. Meanwhile at headquarters in Poole, three D class inflatables were being loaded, complete with engines and equipment, onto fleet transport for immediate delivery to the stricken area.

All units arrived on scene at 1330 and commenced operations in conjunction with the fire, ambulance and police services. Houses in the Blanket Estate area were flooded to a depth of six feet on the ground floors and there were many submerged obstacles such as cars and vans which hampered the rescue operations. During the next 20 hours the lifeboats succeeded in evacuating some 30 people and a further six were 'med-evaced' with the assistance of local paramedics who were transported to the casualties by the lifeboat crews.

As the floods began to subside on the Saturday morning, the crews were released to return home. This certainly was a rescue operation with a difference but does illustrate the flexibility of the RNLI and its crews to operate wherever and whenever they are needed, even if it is some 50 miles inland from the coast!

It must be remembered that while these teams were away, their colleagues left at Weston-super-Mare and Penarth provided the normal cover for the local area.



Stormy Stan

see pages 31 and 32
for a special
Storm Force News
feature!



Stormy Stan having fun at the Birmingham Boat Show, which took place between the 14-22 February 1998.

Left: Stormy Stan takes charge of a Royal Navy submarine, while . . .

Above: the children take charge of him!



Opening ceremony for new lifeboat house at Tynemouth

The new lifeboat house at Tynemouth was officially dedicated and opened at a ceremony held on Sunday, 10 May 1998.

The building has been funded by Mrs Mary Beatrice Rolland of Darlington, Co. Durham, who left the whole of her residuary estate, £100,000, to the RNLI in memory of her brother, the late James Rolland, because she had always been interested in the work of the lifeboat service.

Tynemouth lifeboat station was established by the RNLI in 1862, although there had been a lifeboat stationed there by the Tyne Lifeboat Society since 1790. The lifeboat, 'the Original', was the first specialised lifeboat in the world to be built.

Tynemouth's new lifeboat station plus D class and boarding davits
© Peter Guscott



NEWS

Arctic Cycle Challenge



Fifty cyclists are being sought to undertake a once-in-a-lifetime ride to the most northerly lifeboat station at Honningsvåg, Northern Norway, during the Arctic Cycle Challenge, taking place between 18-26 July 1998, in aid of the RNLI. This is the first time that the RNLI has become involved in such a fundraising event and hopes to generate at least £90,000.

Speaking of the event, Brendan Eley, the RNLI's fundraising development manager, says 'Deep within the Arctic Circle there is 24-hour sunlight, silent fjords, open tundra and jagged, snow capped peaks. The riders will be given mountain bikes and follow the 450km of the Arctic Highway, from Tromsø in Northern Norway to Nordkapp, Europe's most northerly point . . . The RNLI is very grateful to Land Rover who are donating a jeep, Color Line who are assisting with the travelling expenses and the Norwegian lifeboat service (NSSR) who are supplying support during the nine days. This is a cycle ride with a difference and we already have five lifeboat crew from Porthcawl and two from Cullercoats taking part'.



Dover's Severn class lifeboat City of London II

Right: HRH The Duke of Kent visits Conwy lifeboat station and is pictured with some of the crew members, together with station honorary secretary Keith Robinson (far right).

© Karl Roberts

Presidential duties

On Thursday 14 and Friday 15 May 1998, HRH The Duke of Kent KG, President of the RNLI, visited lifeboat stations at Conwy, Llandudno, Rhyl, Flint, New Brighton, Hoylake and West Kirby. During the tour he met RNLI staff and volunteers who crew the lifeboats, administer the lifeboat stations and fundraise for the charity.

His Royal Highness takes an active interest in all aspects of the lifeboat service. He makes a tour of a different area of the country every year. This is his first visit to the lifeboat stations listed. He was accompanied by Mr David Acland DL, Chairman of the RNLI and Lt Cdr Brian Miles, Director.

Following on from The Duke's visit to North Wales and the Wirral, he officially named Dover's new Severn class lifeboat *City of London II* at the Port of Dover on Thursday 28 May. The £1.3m lifeboat was funded from an appeal to mark the centenary of the RNLI City of London branch. The generous support of many companies, institutions and individuals within the square mile, together with the generous bequests of Mrs Edna Horsfield, a resident of Dover and Mrs Gertrude Koss, a life long supporter of the RNLI, successfully achieved the appeal target.



Official opening of the New Calshot Lifeboat Station



The crew of Calshot lifeboat are celebrating following the official opening of their much longed for lifeboat station on the edge of the Solent.

The £300,000 complex has been built on stilts at the end of Calshot Spit to prevent it flooding during stormy weather or high seas.

The new station was opened by Captain Michael Boyle, chairman of Hampshire County Council. Hundreds of guests attended the official opening which was followed by tours of the lifeboat itself and a buffet. Most of the present crew were in attendance and were happy to chat to friends, fundraisers and supporters of the RNLI.

Integral to the building is a souvenir shop and other facilities include shower, TV/video for training, kit drying room, galley and engineering workshop.



Andy Huggett: 2nd coxswain and deputy mechanic, Eastbourne lifeboat.

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LIFEBOAT SERVICE

Crew aboard Y-boat face danger and tragedy inside cave on Atlantic coast



The crew of the Arun stationed at Ballyglass on the exposed north west coast of Ireland faced unusual dangers last October when the lifeboat and her Y-Boat were involved in the rescue of divers who had been trapped inside a cave.

Although three people were saved, one of the casualties and a civilian diver trying to rescue them, lost their lives in the attempt.

The lifeboat was at sea for no less than 21 hours while ten different agencies battled to save the trapped casualties on one of the most remote and inaccessible parts of the Irish coast.

The Institution's Bronze Medal was awarded to Ciaran Doyle, a diver from the Garda Síochána and two Thanks on Vellum to civilian divers – one of whom lost his life in the rescue attempts.

Assistant Mechanic John Gaughan and crew member Cathal Reilly spent seven-and-a-half hours inside the cave, constantly at risk from breaking seas, and their seamanship and determination won them framed letters of appreciation from the RNLI's Chairman.

Overdue

It was on 25 October 1997 that the Ballyglass Arun, *Mabel Williams*, was launched just after 1800 to search for a curragh – a traditional 16ft boat built of tarred cloth over a light wooden frame – which had been reported overdue at dusk.

Conditions were quite good as she searched eastward along the north Mayo coast, although a 4ft swell was running under the light easterly wind, without sighting the casualty.

An hour and a half after putting to sea she was hailed by the fishing vessel *Sinead*, whose

'The levels of concentration and seamanship needed to hold the lifeboat six feet from the cliffs for up to four hours in a moderate swell should not be underestimated...'

crew had heard voices from inside a cave some 18 miles from Ballyglass.

It took the Arun only about ten minutes to reach the cave where she stood by outside, while her 11ft rigid inflatable Y-boat was launched and taken inside the cave by John Gaughan and Cathal Reilly.

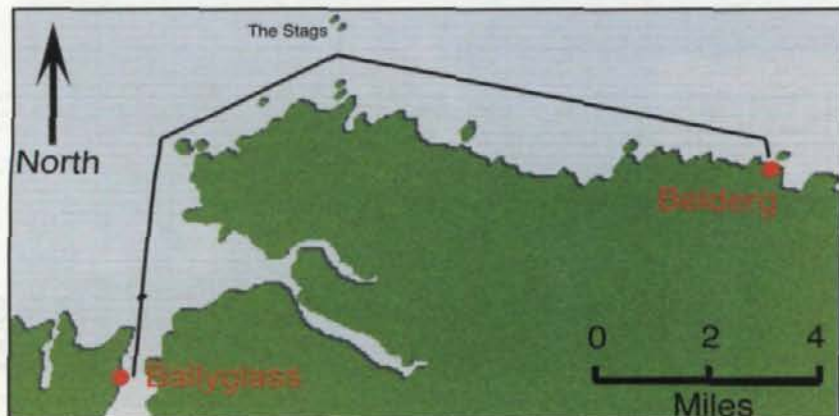
Inside, the Y-boat was turned head-to-sea and manoeuvred gently astern until, about 650ft into the cave, the crew heard voices and spotted a number of casualties in the light of their torches sitting on a ledge about 20ft above sea level and another 300ft away, right at the back of the cave.

Difficulties

Although conditions outside were quite good, the shape of the cave was creating enormous difficulties inside. It tapered inwards and shallowed for the first 650ft or so and then opened out for the final 300ft towards the casualties' ledge. This meant that the 4ft swell was being funnelled in until it broke – the crest reaching right to the roof of the cave – with the white water then running in towards the ledge where it lapped at the feet of the survivors.

The Y-Boat could not possibly reach the men, so the crew reassured them as best they could and returned to the Arun to report on the situation and conditions. It was now 2025.

Divers would obviously be needed to reach the casualties, so the Garda first contacted the local Grainne Uaile Sub-aqua club and four of their amateur members were brought to the scene by fishing boat and transferred to an IMES (the Irish equivalent of the UK's Coastguard) rescue boat.



LIFEBOAT SERVICES



Ballyglass lifeboat station was established in the early 1990s to provide cover for a bleak and exposed section of the Irish Atlantic coast. The station's Arun class lifeboat is pictured (inset).

The plan was for two divers to swim to the back of the cave with a long line attached to the Arun's inflated liferaft. Once there they intended to haul in the liferaft, load it with the survivors and then for everyone to be pulled back out through the breakers to safety. But as divers Michael Heffernan and Joseph Barrett went in through the breakers they gave the recall signal on their line – and only Joseph was there when it was hauled back in. At this stage the rest of the rescue team thought they could see Michael Heffernan's torch at the back of the cave, although it was later learned that he had lost his life.

Joseph had been badly shaken by his experience and was taken outside to the lifeboat, where it was decided to call on the Garda's professional diving unit based in Dublin.

Breakers

They were called at 0030, and although they were airlifted to the scene it was 0400 before they were dropped at a nearby pier by helicopter and transferred by *Sinead*.

In the meantime the Y-Boat, still with crew members Gaughan and Reilly aboard, remained inside the cave, riding each of the breakers as it swept through – by the end of the service they had spent some seven and a half hours inside.

Mabel Williams and the fishing vessels *Sinead*, *Blath Ban* and *Pamela Ann* spent the waiting time just six feet off the cliffs trying as best they could to illuminate the cave with spotlights.

When the Garda divers arrived they reconnoitred the cave as far as the breakers, before making a decision to wait until daylight when they would attempt to bring the casualties out from the cave.

The plan was to float a breeches buoy from the IMES rescue boat to the back of the cave – but the scheme went badly awry when the boat, manned by Sean McHale and Martin Kavanagh, and Garda divers David Mulhall, Ciaran Doyle and Sean O'Connell – was caught in the break

The boat was hurled the 300ft to the back of

the cave, landing upside down on the ledge 20ft above sea level. Fortunately the crew and divers were unhurt and, although the engine was wrecked, the portable VHF radio and night vision equipment they were carrying was not damaged.

With communications established, the rescue team learned that one of the casualties and diver Michael Heffernan were dead. There were now eight people trapped at the back of the cave, there was no line to the cave mouth, the IMES rescue boat was engineless inside the cave, the breeches buoy equipment had been lost and outside the lifeboat's Y-Boat was out of action after being punctured earlier.

Swim

Inside the cave, Ciaran Doyle decided that there was only one way to get everyone out, and that involved a surface swim with a line the entire length of the cave, through the breakers and outside to the waiting vessels.

To shorten his swim as much as possible *Blath Ban* was manoeuvred into the mouth of the cave, lashed stern to stern with *Sinead* and the lifeboat holding *Sinead's* bow steady.

Ciaran Doyle began his extremely hazardous swim, carrying 1,000ft of line and taking some 25 minutes before he finally emerged from the darkness.

The next stage was for *Blath Ban* to begin taking the strain on the line which had been attached to the IMES boat. Keeping in close touch by radio with those inside the cave, the boat was hauled cautiously down from the ledge into the water and then, with the casualties and rescue team aboard, eventually pulled out through the breakers to safety.

Having been in the cave for some 17 hours the casualties were suffering from hypothermia and were landed at Balderig Pier as quickly as possible to be transferred to an ambulance. They have since made a full recovery.

The lifeboat returned to help recover the two bodies before returning to her station after a 21 hour service.

The Lifeboat
Arun class 52-45
Mabel Williams

The crew
Chairman's Letter of Appreciation
Asst Mechanic John Gaughan
Crew member Cathal Reilly
Director's Letter of Appreciation
Dept 2nd coxswain Gerard Reilly

Mechanic Joseph Murray
Crew members John Heston
Mairtin Gibbons
Allen Murray

Surfer saved by D class in appalling conditions



Tramore's D class inflatable saved a surfer on 6 June last year in conditions which tested both the lifeboat and her crew to the limit.

In conditions which turned out to be outside the recommended limits for the small inflatable the experience and skill of her crew led to the rescue of a surfer and the award of the RNLI's Thanks on Vellum to her helmsman.



Tramore lifeboat seen earlier in less arduous conditions.
Photo: Rick Tomlinson

Dunmore East's Trent class all-weather lifeboat was also launched to provide back-up for the D class during this service. She arrived as the Tramore lifeboat was making her way out through the breakers with the surfer but had to stand by about half a mile away due to the shallow water in the bay.

It was already close to dusk when the Coastguard alerted the station to the plight of a party of eight surfers, who were having difficulties when they were hit by a violent squall.

John Lawton, the launching authority, was met at the boathouse by Helmsman Paul Touhy and, a few minutes later, by

crew members Patricia Kennealy, Brian Kavanagh and Niall Partridge.

Hazardous

Conditions were so bad that at first it did not look as though the inshore lifeboat could be launched but, after a hazardous trip along the pier to assess the situation with heavy waves breaking right over the pier, it was decided that Touhy would go. He elected to take three crew members with him – both to provide a dedicated look-out and to give extra weight for the inflatable. Although they decided that the wind was onshore at Force 6/7, local met observatories were recording gusts of over 50 knots at the time, and it is likely that the winds were some Force 8 to 9 (Severe Gale) at times during the service. This also explains the height of the seas, which were at least 16ft high outside Tramore harbour.

Moorings

The lifeboat launched at 2045 and faced her first hazard inside the harbour itself. Fishing boats were packed onto their storm moorings and sheering about so much in the strong winds that there was very little room to manoeuvre.

However, the D class found a way through and headed out along the shore of the bay, picking her way through the heavy breakers.

The casualties were only about half a mile away but in the ferocious wind and seas, it took nearly ten minutes to reach them. In normal conditions such a short trip would have taken nearer two minutes.

Once at the scene the crew quickly located one surfer, who was caught in an ebbing rip tide and battered by the huge swell. He was making hardly any progress away from the cliffs which were now only about 100 yards behind him.

He was able to tell the crew that the other seven had made it ashore and, at first, wanted to carry on alone and surf into the beach.

Stalled

Paul Tuohy had to pull away to meet the incoming waves now up to 15ft high and, on his second attempt to approach the surfer, the engine stalled causing what he described as 'a moment's excitement.' It quickly restarted and the lifeboat was soon back alongside. Paul Touhy and crew member Brian Kavanagh are both experienced surfers and this time it did not take them long to get the casualty and his board on to the lifeboat.

They were now faced with the trip back to the harbour, with five people and a surfboard in the 16ft inflatable.

Sensibly Paul took the lifeboat out to sea to start with, heading south through the seas until he was clear of the break before running along the coast ready to enter the harbour.

Dark

Although there was still 20 minutes left until sunset, the storm clouds made it virtually dark as the inflatable prepared to enter the harbour.

Pausing to get the feel of the seas, Paul Tuohy's surfing experience helped him choose a wave and to surf back into the harbour on it, negotiating the entrance by slowing enough to allow it to break and then darting through ahead of the next one.

Having once again threaded her way through the mass of fishing boats, the lifeboat eventually landed the casualty who, although suffering from hypothermia and exhaustion, was otherwise unharmed.

The lifeboat

D class inflatable D511

Margaret

The crew

Thanks on Vellum

Helmsman Paul Touhy

Medal Service Certificates

Crew members

Patricia Kennealy

Brian Kavanagh

Niall Partridge



Photo: Sutcliffe Gallery, Whitby.

Legacy gifts have always kept lifeboat crews afloat.

Would you please consider remembering them in your Will?

Since 1824, volunteer lifeboat crews have been depending on legacy gifts to keep up their vital work. Today, six out of every ten lifeboat launches are made possible by legacies. The RNLI receives no funding from the British Government, and the cost of saving lives at sea continues to rise.

Our booklet, *Preserving All You Value*, explains just how important legacies are for the future of the lifeboat service, and how simple it is to include the RNLI in your Will.



Photo: From the RNLI Collection.

For a free copy, simply complete and return the coupon below or telephone John Marshall on 01202 663032 – and help preserve all you value. Rest assured anything you tell us will be dealt with in the strictest confidence. Thank you.

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

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Mr/Mrs/Miss/Ms _____

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Postcode _____

Membership no. (if applicable) _____

LJ8/6



Lifeboats

Royal National Lifeboat Institution
Registered Charity No. 209603

Arun saves fishing vessel in storm force winds



A service last September by Thurso's Arun class lifeboat in very heavy weather and with only one engine fully operational has earned her coxswain, Second Coxswain William Munroe, the Institution's Thanks on Vellum.

It was 1144 on 15 September 1997 when Thurso lifeboat station first learned that the fishing vessel *Aztec* with four crew aboard was in difficulties in gale force winds some distance away to the west.

Ten minutes later the Arun, 52-43 *The Queen Mother*, was at sea in a Force 7 to 8 which soon freshened to Force 8 to 9 as she left the shelter of the land. With the tide now running against the WSW wind, conditions became very rough as the lifeboat battled against the seas towards the casualty.

Increased

Working the throttles continuously to make best progress, Second Coxswain Munro was able to maintain some 13 or 14 knots even when the wind increased still further to around Storm Force 10. Despite fine boat handling the lifeboat sustained some damage when a large wave tore some of the protective belting from her hull.

The weather and constant working of the throttles finally took its toll and, at 1345, the port throttle cable seized. Assistant Mechanic William Miller went into the engine room to investigate

but was unable to effect a repair. The throttle cable was disconnected, so that it could be worked from the engine if necessary, and the engine left running at idle.

The coxswain had already been told by the Coastguard that another fishing vessel, *Vigilant*, was standing by the casualty and, as the lifeboat proceeded at 7 to 8 knots on one engine, Coxswain Munro asked that *Vigilant* take *Aztec* in tow.

At 1443 *The Queen Mother* rendezvoused with the two vessels and the convoy made its way back towards Thurso with the lifeboat standing by.

All went well until just off Holborn Head, with about an hour and a half's towing left, the line parted leaving *Aztec* adrift off a lee shore and beam on to the seas.

In these conditions, and with the wind still Force 10 and the seas confused by the backwash from the rocky shore, connecting a tow would have been extremely difficult even with both engines operating normally. Nevertheless Coxswain Munro was determined to attempt it, even though his port engine had no throttle control.

Chain

From the upper steering position he set up a human chain to shout throttle controls to William Miller in the engine room, where he made the adjustments manually.

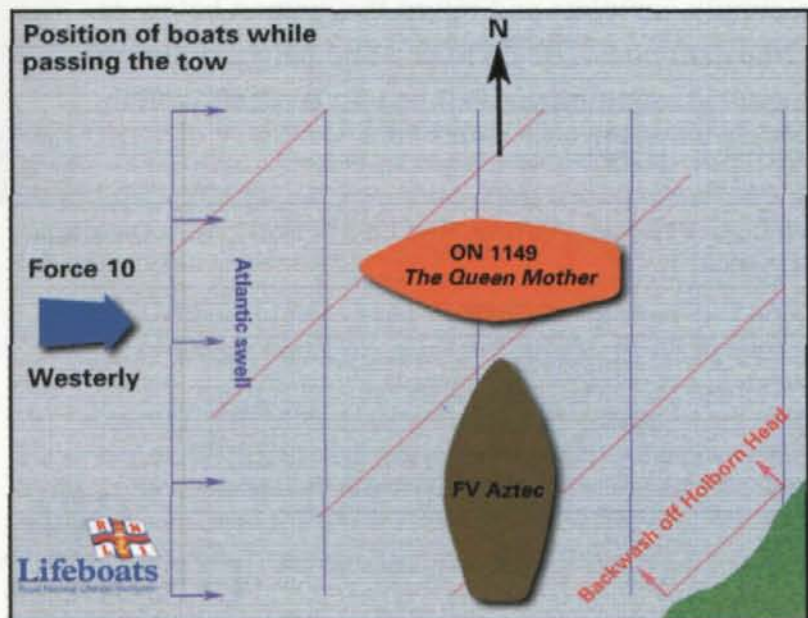
In the backwash from the cliffs the seas were up to 35ft high and the two vessels were moving about so violently that one could be 40ft above or below the other's deck.

Remarkably Coxswain Munro was able to position the Arun so that a tow line could be passed across and, at 1825, the lifeboat had veered the whole length of the line and was battling offshore at about three knots. The seas were so big, that even from the upper steering position, Coxswain Munro could often see only the masthead of the casualty.

Eventually the Arun managed to get *Aztec* clear of the headland and, with *Vigilant* standing by, was able to get her to the safety of Thurso.

Even here Coxswain Munro's difficulties were not over – the strong wind and recalcitrant port engine would make berthing difficult. However, with the aid of the harbour tug, *Vigilant* and her four-man crew were put safely alongside at 1945.

The lifeboat
Arun class 52-43
The Queen Mother
The crew
Thanks on Vellum
Second Coxswain William Munro
Vellum Service Certificates
Asst Mech Duncan Munro
Asst Mech William Miller
Crew members
James Brims
Thomas Davidson
Donald McKenzie
Gordon Munro
Kevin Oag
John Webster



LIFEBOAT SERVICES

Rough conditions for Brighton's Atlantic

A short but difficult service by Brighton's Atlantic 75 last December has earned two of her crew the Institution's Thanks on Vellum. Prompt action, good seamanship, a brave swim in rough water and excellent teamwork all played their part in the recovery of a man from the water near the marina breakwater.

Some of Brighton's crew were at the station for their weekly exercise on 7 December 1997, carrying out shore-based training, when they saw the yacht *Dragonfly*, returning from the local club's regular race, broach in the confused water just inside the entrance.

Narrowly avoiding the breakwater she eventually grounded on a lee shore in the fork of two short arms (see photo) in full view of the lifeboat station and just 200 yards away.

With the wind SSW Force 6 the crew decided to self-launch to her aid and, after some effort, she was freed and made her own way into the marina.

Helmsman Mark Smith had three other crew members with him in view of the local nature of the job and the help the extra hands provided in passing a tow. With the rest of the club's fleet still at sea, he decided to stay afloat in case there were any further incidents and to land one of the crew on the South Quay to overlook an area which cannot be seen from the lifeboat station.

However, as they approached the quay some onlookers shouted to them that a man had just been washed overboard from a yacht, later identified at *Xanadu*, on the seaward side of the high wall.

Helmsman Smith quickly took the lifeboat round the breakwater, where he could see the casualty in a bright orange jacket floating less than 25ft off the wall and being regularly submerged by waves up to 25ft high, some of which were breaking.

Running east along the troughs of the waves, Mark Smith planned to throw a line to the casualty and pull him clear, for although the concrete blocks which form the wall dissipate the swell and prevent a backwash, they also make it difficult to judge just how close the lifeboat can approach.

The line fell well within the reach of the casualty, but he made no attempt to grab it and was obviously not able to help himself. By now he was only some 15ft from the wall.

The lifeboat had to square up to the seas to face some breakers and accelerate clear for a moment, swinging round to starboard again when it was safe to go back in.



With the casualty so close to the wall a normal upwind approach was impossible, so the lifeboat came in level with the man and Mark Hayes jumped in next to him with a line attached to a quoit round his arm.

As the lifeboat motored slowly away from the wall the two crew pulled the men alongside the sponson although, as the lifeboat was stood almost on end by a breaker, they momentarily lost their grip at one point.

Eventually the lifeboat managed to get about 50 yards of searoom and, with the help of the helmsman, the man was brought aboard and the Atlantic headed back to the station.

The casualty stopped breathing and also appeared to arrest but one of the crew, Berenice McCall, is a Sister at the local Accident and Emergency hospital and by the time the lifeboat reached the station at 1034 he was breathing again.

The crew continued their treatment in the ambulance until the casualty reached hospital, but sadly their efforts were ultimately in vain as he died the following day.

The lifeboat
Atlantic 75 B709
The crew
Thanks on Vellum
Helmsman Mark Smith
Crew member Mark Hayes
Chairman's Letter of Appreciation
Crew members
Berenice McCall
Antony Parsons

The RNLI's 1998 Annual Meetings

For the fourth year running, the RNLI's Annual General Meeting and Presentation of Awards, held on 21 May, took place at the Barbican Centre in the City of London.

Displays were set up allowing the Institution to illustrate many aspects of its work, and a souvenir stall was kept busy in the time between meetings.

The morning AGM allowed the Chairman, David Acland DL, to present his review of the year's activities, to thank his fellow Governors for the support they give, and to remark on the outstanding story of 1997 - the award of the first RNLI Gold Medal for 16 years.

Skill

Coxswain Hewitt Clark of Lerwick, Shetland, held his newly acquired Severn class lifeboat alongside a 3,000-ton cargo vessel long enough to take five men off, only minutes before the ship was dashed to pieces on rocks in some of the worst conditions ever experienced by the islanders. The Chairman remarked that *'the skill and courage of the coxswain and his crew and the capabilities of their lifeboat represent the pinnacle of our organisation.'*

He commented that following the early teething troubles of the Severn, which has been officially recognised by the Design Council as a Millennium Product, this class of lifeboat *'came of age in the most emphatic way possible during the Lerwick Gold Medal rescue'*. The boat's power and manoeuvrability allowed the coxswain to go alongside the casualty in desperately little sea room and, despite being hurled repeatedly against the steel side of the ship by breakers up to 45ft high, the Severn's fibre reinforced composite hull suffered minimal damage. Only minor repairs were needed, with the lifeboat able to stay on service.

Financial

Speaking later in more detail about the Institution's financial position, the Chairman briefly touched on the importance of the continuing success of the fundraisers, who provided the sound financial footing for a first rate lifeboat service. With around three years running expenses in hand, the RNLI

'Although some rescues will take less time to execute than others, it is difficult ever to talk about a routine job for a lifeboat'

could confidently carry through its plans, charting new waters in every field of operation and, remarkably, entirely voluntarily funded. Mr Acland remarked that few providers of essential services, either by government or the private sector, could make the same confident promises.

Busiest

Lifeboat crews had their second busiest year in history with 6,777 launches in 1997. Ten years ago the record was less than 4,000 which gives an indication of the increased commitment expected of a lifeboat volunteer nowadays. Mr Acland said he found it enormously encouraging when visiting stations on the coast that crew members do not begrudge the long hours they give and comments are received time and again from those they save about their skill, their patience and their compassion.

Variety

Last year lifeboat crews saved 1,420 people with a further 5,000 or more given help when in potential danger. It is difficult ever to talk about a routine job for a lifeboat and no two circumstances are ever the same at sea, remarked Mr Acland. The four medal-winning rescues in 1997 well illustrate how the type of casualty can vary so much.

Apart from these particular rescues demonstrating the versatility of our own service, the Chairman acknowledged how they are all examples of essential co-operation with other agencies and how lives would have been lost without them. He said the tragic fact that the rescuers in both the Shetland and the Irish service were lost to the sea, underlines the extreme dangers all those involved in search and rescue sometimes face.

Safety

Lifeboat crews are trained to recognise the risks whenever a lifeboat puts out to sea and our boats and equipment are designed to withstand the most extreme conditions, said Mr Acland. He was able to report that a considerable amount of work was also being carried out to improve the risk awareness of others who use the sea and to ensure they are properly equipped. The Chairman went on to say that more practical ways of preventing accidents at sea were being looked at. A study was currently under way to see if a voluntary system of boat safety equipment inspection, as operated by the United States and the Canadian Coast Guard auxiliaries, is appropriate for pleasure craft in this country.

The press were given the opportunity to interview the medallists the day before the meetings at St Katharine's Pier.



- **Second busiest year in history for services**
- **Lifeboat designs prove their value**
- **Outstanding year for fundraising**



Commercial sea-users are also being targeted and last year the first seminar to a group of fishermen was held to discuss ways to reduce the considerable risks they sometimes face. It was encouraging, said Mr Acland, to find how receptive they were to our ideas and to observe that not just among fishermen but with all types of sea-user, when the RNLI had something to say about safety at sea, people listen.

Training

In recent years, the Institution has come a long way to ensure that the volunteer crews have all the necessary skills. The Chairman added that training has now been further enhanced with the allocation of the prototype Severn to the role of navigation training vessel, with a planned second vessel similarly allocated. 1998 will also see the opening of a new in-house engineering training facility, which will include a workshop where lifeboat mechanics can gain hands-on experience in fault-finding and repair using running main engines, generators and auxiliary machinery.

Referring to the new Global Maritime Distress and Safety System currently coming into use, Mr Acland said this had created the need for an additional mobile training unit and was another example of how new technology invariably requires greater knowledge by our crews.

Another aspect of training was to include people from rescue services outside the RNLI. These places are highly valued by participants and are a very effective way of spreading good practice at sea. More could be done in this area and ways are currently being looked at to offer training to outsiders on a more systematic basis.

Lifeboats

In order to reach our target set for the year 2000, which is to guarantee to reach virtually any point out to 50 miles off the coast within two and a half hours, four Trent and six Severn class lifeboats entered service last year, reported Mr Acland. There are now 32 of these 25-knot, all-weather lifeboats on station. If anyone ever doubted the need for these latest designs, this past year has proved their value beyond question. The Trents have carried out successful services, in one case up to 100 miles from station in bad weather and the Severn came of age during the Lerwick Gold Medal rescue.

The Chairman also announced good progress with the project to design a slipway-launched lifeboat with increased power and speed. The Tyne replacement is due to enter service in 2002 but further details on this new boat would be revealed as the year unfolds.

Further into the future, our *Lifeboats Beyond 2000 Project* has, through a radical assessment of the lifeboat requirements of the United Kingdom and Republic of Ireland,

identified some new avenues for the next century. There is a need, said Mr Acland, for increased night capability for inshore lifeboats and a role to be played by a fast response boat with a speed of about 35 knots for short-range, all-weather work. A feasibility study for such a boat is underway at the moment.



Stations

Turning to the changes on the shoreline as well as the sea, Mr Acland said the perpetual review of cover identified the need for two new lifeboat stations. At Castletownbere on Ireland's south west coast, an Arun class lifeboat took up station duty and in Clovelly, north Devon, an inshore station is being established where the RNLI has not been involved since the 70ft Clyde class was withdrawn in 1988.

The Chairman revealed a big programme of shoreworks rebuilding and improvement over the next few years. The biggest single project, which is well on its way to completion, is the replacement of the slipway and boathouse at the end of Cromer Pier which is designed to take the new fast slipway boat when it is ready.

Funds

Mr Acland told the meeting that the capital expenditure plan over the next three years amounts to £60m of which £40m will be spent on boat building and £20m on shoreworks. Such a commitment was only sustainable if there were guaranteed funds to cover it. He was delighted to say our financial statement for 1997 confirmed that state of affairs.

Total costs rose by £3m to £67m in 1997, partially reflecting a doubling of expenditure on lifeboat station construction. Unexpectedly strong but welcome legacy income in the year meant that these costs were more than adequately met and gave

the RNLI a surplus which, together with investment gains, increased free reserves to £239m, equal to about three years' forward expenditure. In contrast, said the Chairman, *'this healthy position is a far cry from 20 years ago when reserves were practically at zero and plans for the future were in jeopardy.'*

Top photo: The RNLI also bestows awards to other rescue organisations or members of the public for acts of bravery. **Ciaran Doyle** of the Garda Underwater unit was awarded the RNLI's Bronze Medal for a harrowing rescue of three people from a cave in Co. Mayo last October, during which a diver and one of the casualties died.

Above - Medallists from left to right: **Ian Leask**, Lerwick - Bronze Medal; **Michael Grant**, Lerwick - Bronze Medal; **Peter Thomson**, Lerwick - Bronze Medal; **Brian Laurenson**, Lerwick - Bronze Medal; **Richie Simpson**, Lerwick - Bronze Medal; **Hewitt Clark**, Lerwick - Gold Medal; Director **Brian Miles**; **Ciaran Doyle**, Garda Siochana, Bronze Medal; **Ian Stringer**, Eastbourne, Silver Medal; **Jeremy Rees**, Angle, Bronze Medal.

'... It was encouraging... to observe that not just amongst fishermen but with all types of sea-user, when the RNLI had something to say about safety at sea, people listen.'

Continued on Page 18 →

The Annual Meetings 1998

continued

Appreciating that legacies are hugely valuable but inherently volatile as source of income, he was pleased to note that we have such a reliable source of income from our investments and, more importantly still, from subscriptions and donations, the £24m directly generated by our supporters. Mr Acland was also able to report that the Sales company, for whom so many volunteers work so hard, doubled their profits in the year to £1.3m.

Exceptional

The Chairman commented this had been an exceptional year for fundraising. Having fought back in the last two years from a decline in legacy income, an unprecedented £50m came from this source. He gave credit to all the crews and fundraisers who influence people making out their will.

Mr Acland was delighted to report that direct fundraising is also increasingly effective. The regions generated £10.6m last year, while members and regular donors contributed a record £11.6m, nearly 30% up on 1996. He touched on the success of **Offshore**, the new 'salt water' membership grade which attracted 14,371 recruits in its first year and said this excellent overall result has enabled a postponement on a planned subscription rate increase.

The Presentation of Awards

Following the Annual General Meeting, a large audience gathered that afternoon for the Annual Presentation of Awards.

The Chairman, David Acland DL, again opened the proceedings and took an early opportunity to congratulate and pay tribute to the recipients who were to receive awards.

Before outlining the progress the Institution had made during the past year, he told the meeting of an incident which took place some 50 miles inland over the Easter holiday, when areas in the Midlands were severely flooded leaving many people stranded in their houses. Although this was not the kind of incident likely to receive formal recognition, he said, it epitomises the versatility of the lifeboat service and the commitment of the crews.

Crew members from Weston-super-Mare and Penarth were rapidly-mustered to Worcestershire where they met three fully equipped D class inflatables, despatched from RNLI headquarters earlier in the day. These volunteers then began a 20 hour operation in floods up to six feet deep, negotiating all kinds of submerged objects including cars, evacuating some 30 people and taking medical assistance to others.

He went on to say that it is not only the income from the new **Offshore** membership which makes it valuable, it also attracts a younger age group to give regular support. This is vital to our long-term success.

Anniversary

The Chairman then drew the meeting's attention to the 175th Anniversary in 1999. He said the message will be that 'while lifeboat technology will never stand still, the voluntary spirit is constant.' Every effort will be made to deliver that message and to make the lifeboat service relevant to the generation which will be providing the voluntary support needed in the 21st century.

Retirement

Before closing the meeting, Mr Acland thanked the Director, Brian Miles, for his devoted service to the RNLI over 34 years. He retires at the end of this year having spent 11 years at the helm, a period which has seen calls on lifeboats double, the number of stations increase from 202 to 222, four new classes of lifeboat introduced, annual income nearly trebling and, above all, 16,000 lives saved. With those achievements he will also be remembered as the man who understood that the RNLI is only great because of the people within it. He then wished the Director the happiest of retirements and said a successor, who will be chosen a little later in the year, has a splendid example to follow.

STOP PRESS!
An RNLI video of the Annual Presentation of Awards, featuring reconstructions of the four Medal services, is available at £10.00 inc. p&tp. To order your copy, send your name and address with a cheque, payable to RNLI Enterprises Limited, to The Video Factory, Grove House, Millburn Road, Bournemouth BH4 9HJ. Please allow 28 days for delivery.

A list of all voluntary workers who received their awards at the Barbican will be found on page 40

Coxswain **Hewitt Clark** of Lerwick becomes the RNLI's most decorated serving lifeboat coxswain, with three Bronze, one Silver and one Gold Medal.

Helmsman **Ian Stringer** of Eastbourne receives only the eleventh Silver Medal to be awarded this century. He was awarded the Bronze Medal for bravery 10 years ago, when he and his crew rescued three men from a capsized boat during the filming of a new James Bond movie.

Paying tribute to the Director Brian Miles, Mr Acland moved on to invite HRH The Duke of Kent, President of the RNLI, to address the meeting.

His Royal Highness began by saying this was a day when we could all take tremendous pride in the collective achievements of our unique and voluntary organisation. He said the skill, dedication and warmth from the volunteers and staff he met lie at the root of the RNLI's phenomenal success and they are what we are here to celebrate today.

The Duke echoed the Chairman's farewell good wishes to Brian Miles before praising the efforts of the fundraisers and the skill and courage of the crews. He said the story of the rescue of 15 men from the *Green Lily*, which won Hewitt Clark the RNLI's Gold Medal, would undoubtedly fill us with pride and wonder at the courage of a lifeboat and a helicopter crew. But, he remarked, it will also remind us that when the Gold Medal is won, the risk of death is never far away, as the tragic loss of Winchman Bill Deacon demonstrated.

Having moved the traditional motion appreciating the efforts of crews and fundraisers, His Royal Highness presented the awards to voluntary workers and crews.

Awards for Gallantry presented at the Barbican



Gold Medal and Five Bronze Medals

Gold Medal for Coxswain **Hewitt Clark** of Lerwick for the service in which a 15-man crew were rescued from a 3,000 ton cargo vessel in 50ft breaking seas and horrendous conditions.

Bronze Medals for Second Coxswain **Richard Simpson**, Emergency Mechanics **Peter Thompson** and **Brian Laurenson**, and Crew Members **Ian Leask** and **Michael Grant** – see *The Lifeboat* Spring 1998 for a full report of the service.



Silver Medal

Helmsman **Ian Stringer** of Eastbourne for the rescue of two men trapped under Eastbourne Pier in complete darkness, heavy seas and extremely difficult conditions – see *The Lifeboat* Winter 1997/98 for a full report of the service.



Bronze Medal

Coxswain **Jeremy Rees** of Angle for a six hour service in gale force winds saving a passenger boat from 80ft cliffs and the lives of its four passenger – see *The Lifeboat* Winter 1997/98 for a full report of the service.



Bronze Medal

Ciaran Doyle of the Garda Underwater Unit for the long and arduous service in which three casualties were rescued from a cave off Horse Island, near Ballyglass in severe conditions – see this issue of *The Lifeboat* for a full report of the service.

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Headcase



The RNLi first issued protective helmets to their Waveney class lifeboat crews in the 1960's. At some four knots faster than the older classes of 8 or 9 knot double-ended lifeboats, some concern was expressed about crew members' propensity for 'head banging' in the new 13-knot USCG 44' steel lifeboats.

The first inshore lifeboats had been introduced just before the Waveney's. The ILBs were considerably faster than the Waveney's but, with mainly rubber sponsons to bump into, helmets were not seriously considered for nearly a decade. The second generation ILBs, the Atlantic 21s, were put into service in the early 1970s and the need for eye protection then became paramount. The analogy drawn by ILB crews, travelling at 25-30 knots in spray, was of horizontal hail striking their eyeballs. Very unpleasant, as reported in the *The Lifeboat* in Spring 1977.

A fixed visor, developed by the RNLi was press studded to the simplest of motorcycle helmets then available. This was the solution for the next decade but, by the mid-eighties, a heavier communications helmet with more internal protection had been established. In 1992 the larger, stronger and even more comfortable Lazer Cruiser helmet, with integral visor, had been sourced for Atlantic's and was soon available to the whole fleet, including ALBs.

By 1994, feedback from the coast indicated that none of the five helmet types then in service - Bump cap, Sonic, Top Tec, Centurian or Lazer - were really ideal for use at sea, having been developed for very different purposes.

The helmet and cordless intercom project was set up formally in 1995 to bring together the two hitherto rather loosely defined individual projects. On the helmet side, tank hats, equestrian, mountaineering and canoeing, as well as motor vehicle and motorcycle helmets had been evaluated by a variety of individuals. Inevitably what suited one crewman was not necessarily perfect for the next man. Likewise with the cordless intercom, it's configuration had varied a number of times over several years of development and a final choice was extremely difficult.

The establishment of the combined project in Spring 1995 led firstly to a week's pilot trials by the trials team on the trials boat (the FAB 3 prototype ON 1179 - now the training vessel) with five senior coxswains on board. The research and development manager was also present as helmet project leader. A clear need for a lightweight (under 500gm), close fitting,

easy to clean, easy to hear through, strong 'skull cap' type helmet with adequate temporal and forehead protection, was identified.

From this, a basic one page specification was produced and submitted to five interested

manufacturers. The interface of the cordless headset with the helmet had complicated the project but, early in 1996, three helmet manufacturers provided 12 samples each for comprehensive, comparative trials at stations around the UK.

Over a period of several months during the early part of 1996, 17 lifeboat stations in Scotland, Wales and England were visited by trials team members on alternate weeks, and an appropriate exercise carried out, each comparing the three types of helmets, in turn, on a full crew. Furthermore, on at least half of the exercises, four cordless intercom prototypes were also available for evaluation and additional comment by all crews. The results of all this work was documented and summarised in August 1996 in a comprehensive report (see extract below), which also contained the results of a series of destructive tests carried out by the Defence Clothing & Textiles Agency at Colchester.



In parallel with all these RNLi sponsored developments, a number of other marine agencies with similar headgear and communications problems, hosted meetings to address the common problem and progress the solutions.

In June 1997, the British Standards Institution (BSI) also became involved in destruction testing of, by now, the only potential marine safety helmet for the RNLi - the Gecko MSH. By early 1998, after involvement in several sets of experimental tests to three separate British Standards (Industrial, Mountaineering and Canoeing), the RNLi, BSI, MoD and Metropolitan Police, became loosely associated through an exchange of their strength test data on the Gecko helmets. The result was a private BSI specification, which the Gecko MSH passed, thereby achieving CE (Communauté Européenne) status. Production of the RNLi helmets started in March with issue commencing in April to Severn crews, beginning with Aith, the most northerly station in the British Isles.

Extract from Executive Summary:

Helmet evolution has been very diverse in recent years with many complex safety standards also emerging in parallel.

Lifeboat crew accident reports over the last five years have indicated that some head accidents might have been prevented or reduced in severity by wearing helmets. PPE legislation may, together with faster lifeboats, ensure that the wearing of some form of headgear becomes compulsory. It was concluded that the Gecko helmet be selected for ALB usage subject to:

- a) increased strength
- b) improved features and professional appearance
- c) satisfactory ear piece noise reduction and ambient hearing qualities.
- d) development of a single detachable visor.

Consequently, an improved strength, style and more professional version of the Gecko helmet has been ordered.

The Gecko Marine Safety Helmet gets approval by RNLi, MoD/Police and other marine agencies operating fast small craft.

Top right: The Troon lifeboat crew, shown trialling the yellow Mk1 Gecko helmet, are nearly unanimous in favour of the new helmet.

Right: An RIB-trained Ministry of Defence Police Marine Officer wearing the Gecko helmet.



The Manufacturer's Tale by Jeff Sacré

In an attempt to explain what's involved in creating a new product for an establishment such as the RNLI, I've been requested to account my involvement in designing and making a product suitable for the Institution's use.

Late in 1995, I ran a one man business making custom surfboards in fibreglass. I had developed a surf helmet, also in fibreglass, to prevent heat loss through the head and provide protection whilst surfing. A friend, who was a member of the local ILB crew, told me the RNLI were looking for a new helmet and suggested I gave them a ring.

I spoke to Mr Stuart Welford, who confirmed they were looking for a new helmet and had two companies working on the project with a three month deadline. However, if I had something to offer, he would have a look. With apprehension, but enthusiasm, I made a helmet in yellow and sent it off.

Surprisingly Stuart said the helmet had possibilities and, with a few modifications, may be suitable.

It was suggested that the front of the helmet, which consisted of a neoprene headband, be replaced with a fibreglass section to provide frontal protection. Within a week a modified version was sent, complete with RNLI lettering.

The helmet, known as Mk1, was well received but, due to its close fitting, the forehead section needed to be extended. Attention then turned to the ear holes which whistled at a speed of 30 knots. I then set about designing a series of ear protuberances to overcome this latest problem.

Mk2 had metamorphosed into Mk3. The opposition had retired from the race and the helmet bore little resemblance to its surfing father.

Further modifications, trials and tests were carried out resulting in Mk4. The helmet was much improved, totally redesigned and looking the part in white with red retro-reflective RNLI

flashes down the sides.

The only problem left, which would prove to be the hardest to overcome, was its ability to pass stringent test procedures laid down by BSI.

After further modification, we passed the tests. This, however, threw up another problem and we had to increase the overall size of the helmet, again incorporating the modification (the dorsal ridge).

This set the project back another six months before we realised the cause of the next problem. We reverted back to our previous shell, fine-tuned the design and sent it back to BSI for testing. This was late 1997, at which stage we had a helmet which *had* 'passed', and an agreement to supply the RNLI. We just needed verification of the earlier tests, but this was not forthcoming and another Christmas would pass before that! In desperation we spent a whole day at BSI Testing, checking as many helmets as we could.

Armed with pages of very encouraging results I made my conclusions, number crunched with Stuart and compared his results, then submitted *the* twelve helmets required by BSI for CE testing.

We passed. Mk5 had done it, being light and far more complex than any of its predecessors, but it did everything that was expected of it and more.

The first 300 helmets have been delivered and the next delivery is being produced. It's been a long three years of struggle to achieve the three month objective, but I think we exceeded the requirement and all learnt a lot about helmets on the way!

It is now mid-1998, the helmet is receiving a lot of interest by other organisations and forces. The reaction of the crews that have to wear them? Well, that's another tale!



Aith crew member
Jim Nicolson

Both sides of the story . . .

The Project Officer's Tale by Stuart Welford



Having already been involved with RNLI face protection in 1977, it was not surprising that, 21 years later, I was tasked with the full helmet project. Needless to say the problems were now much more complicated, the solutions more diverse, together

with much more Health and Safety and Personal Protection Equipment (PPE) involvement.

It was sobering to realise how unsuitable some of the established helmets were for the task of marine crew head protection and yet how popular some of these helmets were with some lifeboat crews.

The project has taken roughly three years from formal tasking to helmet issue. During development and testing the compatibility of the helmet and its interface with protective clothing, lifejackets and the deck and cabin equipment on the lifeboats was noted. It has been particularly gratifying, in recent months, to be complimented by other marine organisations in respect of a number of features solved, such as:-

- Quick and easy removal of helmet possible with lifejacket fully inflated.
- Ability to mount lifejacket light on higher point of helmet.
- Use of visor as a mini spray hood.
- Ability to use hood over helmet (to prevent water down neck).
- White best colour with retro-reflective materials in Man Overboard (MoB) situation, especially with lifejacket fully inflated.

- Ability to adapt to at least three communications systems.

The MoD Marine Police and the Metropolitan Police, Thames Division are also following the RNLI's lead in ordering the basic helmet, but with different communications equipment. Several Fire services, HMCG, HMC&E and other SAR organisations are believed to have made small purchases or initiated their own investigations and trials on the helmet.

Ongoing size and fit developments include a scheme in which the foam liners could be interchangeable. A great deal of experimentation is required, plus formal testing by BSI or other Notified Body, before such options can be implemented.

In conclusion, it must be said that the development work goes on in parallel with helmet issue to stations. For instance, the lifejacket light in a MoB situation at night, needs to be placed on the highest point - the head or helmet.

The photo (right) shows another ongoing development - investigation of personal flare with orange smoke - for the better detection of a lifeboat's MoB by day. But that's another story . . .



Above: BSI presentation, 11 May 1998. (left to right)- **Stuart Welford**, RNLI research and development manager, **Kevin Wood**, BSI product services manager, **Tony Woods**, BSI technical support specialist, **Martin Macleod**, second coxswain Barra Island, **John Caldwell**, RNLI staff officer operations

Below: A lifeboatman demonstrates a personal flare - another ongoing project

Left: Stuart Welford in 1977, wearing RNLI visor and helmet in the working section of the wind tunnel.



High Seas

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



Mudeford's lifeboat history dates back to 1935 when a storm breached Mudeford Sandbank leaving the sheltered beaches exposed to the open sea.

The lifeboat station lies on the eastern tip of Christchurch Harbour and houses the Atlantic 21, *Ken Derham*, which is named after the founder of Mudeford's rescue service (and father of current honorary secretary, Victor).

The station is currently running a fundraising appeal for a new boathouse which will house the Atlantic 75 and DoDo trolley, which is hoped to be on station by 2002.

Main photo (left) Ref 639495

Detailed photo (below) Ref 639498



Mudeford – South Division



The picturesque village of Portpatrick is set around a circular cliff inlet on a forbidding, enclosed coast. During the 19th century the harbour was a terminal for the Irish ferry and became 'Ireland's Gretna Green' – for many years runaway couples travelled across the sea to be married in the port's church.

The lifeboat station was first established in 1877 and a launching system lowered the lifeboat into the water. Nowadays the station sits just inside harbour entrance and the Tyne class lifeboat, *Mary Irene Millar*, lies afloat enclosed in the shelter of the harbour and pier.

Main photo (left) Ref 641481

Detailed photo (above) Ref 641483

Portpatrick – Scotland Division



This beautiful sandy bay is found on the west side of an island off an island off an island! Holy Island is off the Isle of Anglesey, which lies off the island of Britain and all three are joined by bridges.

Trearddur Bay with its long sandy beach and rocky outcrops is enjoyed by fishermen, sailors, surfers and skin divers alike.

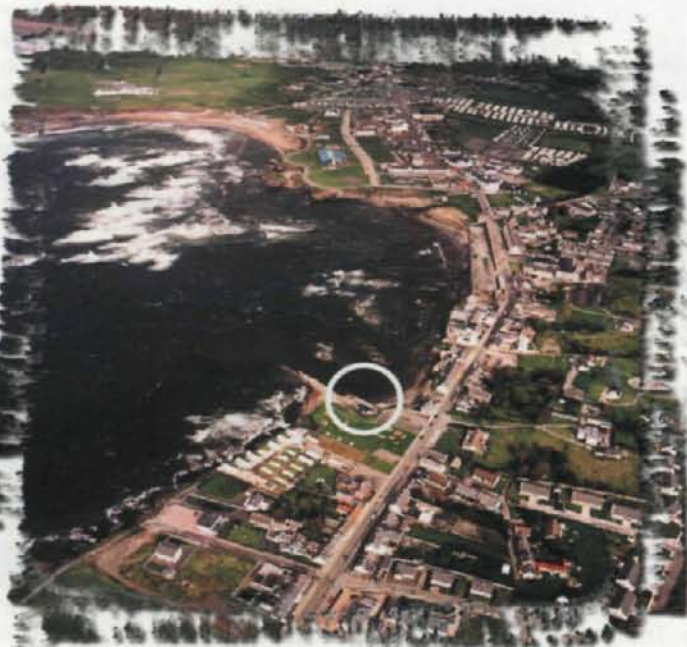
The first lifeboat station was built here in 1967 and the current boathouse, which was built in 1993, houses the station's Atlantic 75 lifeboat, *Dorothy Selina*. The station also incorporates many other facilities including crew room, changing room, workshop, souvenir sales outlet and fuel store.

Main photo (left) Ref 646815

Detailed photo (below) Ref 646816



Trearddur Bay – West Division



Bundoran, on the west coast of Ireland, has one of the increasing number of lifeboat stations needed to cover the Atlantic.

In 1994 an Atlantic 21 was sent to Bundoran to replace a boat that had been operated independently for a number of years by locals. The RNLI built a new boathouse on the site of the house used by this independent boat.

The station's current lifeboat is an Atlantic 75, *Helene*, which is launched down the slipway by tractor.

Main photo (left) Ref 671260

Detailed photo (below) Ref 671268

Bundoran – Ireland Division



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Lifesavers

In February RNLI Deputy Director, **Ray Kipling**, was invited overseas to visit South Africa's lifeboat service, the National Sea Rescue Institute, which is celebrating its 30th anniversary this year...

in South Africa

On the outside of the lifeboat station was a board recording the number of launches, people assisted and so on. 'That's the important one', said a crew member, pointing to 45 lives saved. Only the sharp shadow of his hand cast across the board by the strong February afternoon sun reminded me that this was South Africa; in all other respects – the dedication, pride in the job, the good humour and camaraderie – this could have been an RNLI lifeboat station.

South Africa's National Sea Rescue Institute celebrates its 30th anniversary this year. From very humble beginnings of a 4.7 metre inflatable at Three Anchor Bay in Cape Town, the NSRI now boasts 50 rescue craft at 25 bases. All the crews are volunteers and the NSRI is proud to be one of South Africa's oldest organisations that can claim a non-racial and non-sexist history. The first woman to be a coxswain (RNLI helmsman) of an ILB is Keryn van der Walt at Port Alfred on the east coast and she is also a deputy coxswain of the larger 8 metre boat at the station. The crews take their duties very seriously and undergo regular training ashore and afloat.

There are two stark differences between the RNLI and NSRI stations.

The first is the equipment. The NSRI, operating on a budget of less than £1 million a year, has followed a policy of using rigid inflatables for much of the rescue work backed by larger boats, mainly adapted commercial fishing hulls. These provide very sturdy and reliable craft but need careful handling in the rough Indian and

Atlantic Ocean seas as they have well decks which, if flooded, can take on three tons of water. The boats are not self-righting and in the waterlogged state can be vulnerable. Nonetheless, the crews have great faith in their boats and have performed some outstanding rescues.

In the last four years, the RNLI has sold three Brede class lifeboats to NSRI and the crews are full of admiration for them. They only wish they could get more.



Many of the rescues point out the other huge difference between lifeboating in Europe and South Africa. Apart from in the Cape Town area, the distances between bases in South Africa are often over 80 miles. This means that the boats have no back up, either from flank stations or, in most cases, from the air. They are on their own and have to cover many miles along the coast and out to sea. This gives the crews a frontiersman approach to their work, battling against tremendous odds for prolonged periods and knowing that they have to be entirely self dependent.

As always, local knowledge is the key to their success. Going across the harbour bar at Port Alfred on a relatively calm day is quite fun as the boat dodges through the breaking swells. Coming back on a dark night in a storm would be a much less pleasant experience as any mistake could land the boat on the beach at the base of 20 metre high sand dunes.

Above: Port Alfred's 8m lifeboat, Stella Lowenstein.

Right: Cape Town's 12m lifeboat.

Below: Keryn van der Walt and the Port Alfred crew.



Similarly, the high cliffs, known as the Heads, which part to form the entrance to Knysna, form an approach which is like a cross between Salcombe and Newton Ferrers, with two bars running across. The Heads are so dangerous that the rescue base has a communications hut on top of them to keep an eye on the rescue boat and to pass advice to visiting vessels. When the South African navy visits Knysna, they call on the lifeboat crew to act as their pilots. Knysna's 8 metre boat has an extended transom to take two 225hp outboards which can take her up to 45 knots in the calm of the river. Between the heads it is a different story as the coxswain plays his throttles constantly in response to the confused seas.

As with the RNLI, the NSRI has a wide variety of work to assist merchant ships, fishing boats and leisure sea users. In one February week I saw the RIB at Plettenburg Bay launch to take a sick fisherman off a trawler, talked to the Gordon's Bay crew about a ten hour service to assist a yacht in their new Brede and learned of two tragedies involving the Cape Town crew who were called to help a seriously ill fisherman only to find

he had died on board the trawler. Then a week later they went out to a diver who had the bends having surfaced from 50 metres and who died before he could be got into a decompression chamber. Within two weeks of arriving at Port Elizabeth an ex-RNLI Brede was called out over 20

miles to two merchant vessels which had collided, leaving one with a huge gash in her bow.

The RNLI is very much a model for the South African service, not surprisingly given its origins. During the Second World War, Miss Pattie Price, a British woman living in South Africa, decided to establish a Southern Africa branch of the RNLI with the object of raising money for new lifeboats. She was so successful that three lifeboats were bought and served in the RNLI fleet for many years at Dover, Fowey and Beaumaris. Curiously one of the boats was sold out of service to the voluntary lifeboat service in Chile where she still serves at Valparaiso.

Pattie Price was made an honorary life governor of the RNLI for her efforts but was not

content to let matters rest there. In 1966 the whole crew of 17 drowned when a trawler went down off Stillbaai, close

to Cape Agulhas, the southernmost tip of Africa. There was nobody to rescue them and Pattie Price started a campaign to set up a rescue service. A meeting was convened by the Society of Master Mariners who provided the first rescue craft and the NSRI was born.

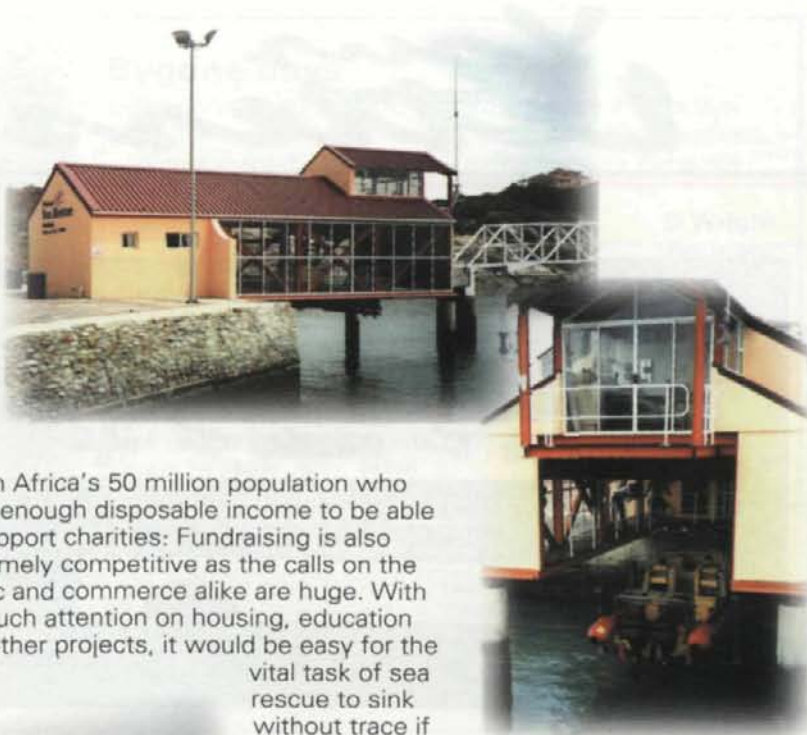
Funding nowadays is a constant struggle. A very small government grant is received but the remainder must be found from a minority of

South Africa's 50 million population who have enough disposable income to be able to support charities: Fundraising is also extremely competitive as the calls on the public and commerce alike are huge. With so much attention on housing, education and other projects, it would be easy for the

vital task of sea rescue to sink without trace if it were not for the determined efforts of the NSRI staff, directors and volunteers. You will see a factory roof, adjacent to the main road, with the NSRI logo emblazoned on it. Bus shelters in Cape Town carry Sea Rescue posters. The only collecting box at the airport is for Sea Rescue. Public awareness is vital for

the Institute's survival and it is noteworthy that the abbreviation NSRI is used by journalists who can safely assume that their readers will know about the organisation.

After 30 years, South Africa's lifeboat service is well established and constantly planning improvements. They have the people and the skills – what they really need is money.



Above: The lifeboat station at St. Francis incorporates a cradle launching system for the rigid inflatable lifeboat.



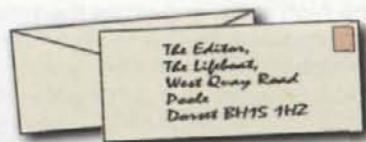
Left: Launching the rigid inflatable lifeboat from the beach at Plettenburg Bay.

Below: Ex-Dover lifeboat, Southern Africa, bringing in survivors from the sunken vessel, Andaman in 1953. She was one of three lifeboats bought as a result of Mrs Price's efforts.



National Sea Rescue Institute

Your Letters



Far and wide

I thought you might be interested in the enclosed photograph which was sent to me by a friend who lives in Edmondton, Canada. She and her husband were driving along a highway when she spotted an RNLI advertisement on a bus. Unfortunately they were unable to enquire as to why or what it was doing there as they were on their way to catch a plane and time was short.

I feel sure all members would be interested and delighted that we are thought of and that they advertise the RNLI so far away.

Laurie Capewell
Chairman **Redditch**

Real life heros

I no longer read fiction, real life is so interesting, especially the daring work of your lifeboatmen of all ranks. They must give up so much social life to help those in trouble upon the sea as well as taking great risks to their own lives, I am very grateful to them.

I was a seaman for over forty years on merchant ships and ocean research ships but, thanks to good luck, never had need of rescue services. Even when my ship was torpedoed off Holyhead in April 1945, she didn't sink and we beached her with no loss of life – but the ship's cat and dinner bell disappeared!

Robert G Munns
East Falmouth.

Copycut

It is my usual practice to pass my complete copy of *The Lifeboat* on to my doctor's waiting room when I have finished with it.

This will not be happening with the Winter '97/98 edition. Two items have got to be removed. The printout from LINC'S will be kept for future reference and the centrefold drawing of the Atlantic 75 is to be framed.

Congratulations to all concerned, the best edition yet.

F G Corduroy
Stockport

Relatively far . . .

The Solent *The Three Sisters* pictured in your Spring 1998 issue was, as you say, sold to David Scott Cowper, but not on his fourth circumnavigation - that was his epic voyage through the NW passage in *Mabel*. His intention was to take *The Three Sisters* round the north of Russia, but when he failed to obtain the necessary clearances he sold the boat on to the underbidder - me!

Not sharing David's crazy masochism (or his courage!), I had a more limited ambition for *The Three Sisters*, but at least we completed the circumnavigation of Britain in her, starting and finishing at her old station at Thurso, as well as cruising in the Orkneys, Hebrides, Scilly Isles and Southern Ireland.

Robin Morgan-Giles
Gwynedd

Postcard Discovery

I recently found a postcard among many cards collected by my late father.

Since nothing is written on the reverse of the card, I can add nothing of interest except to say that it is possible the card dates from the early part of the century.

The original must be a very fine painting, perhaps your readers may be able to shed some light on the subject.

K R Jolley
Market Harborough



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



Bygone days

Going through some old postcards, I came across this one which might be of interest to **The Lifeboat** readers.

With a magnifying glass the name appears to be the *Charles Arkcull*?

**D Wright
Romford**

Editor replies:

There were two lifeboats named Charles Arkcull, stationed at Hastings. The first, a pulling and sailing 34ft self-righter was on station from 1881-1901 and launched 5 times. The second a 35ft lifeboat of the same type, took up station in 1901 until 1931, launched 25 times and saved 28 lives.

Well, well . . .

In your Autumn issue an enquiry from Henry W West, Newport, refers to an ex-lifeboat *R A Colby Cubbin*.

Mr West may like to know that a well by the river Creed near the Lewis Castle, Stornoway, Isle of Lewis, Outer Hebrides, bears the words - 'Erected to the memory of Robert Alfred Colby Cubbin owner of the steam yacht *Glen Strathallan*.'

**D MacKenzie
Edinburgh**

Keyring help

A friend of mine has, over many years, been collecting various RNLI keyrings. Now she is only one short and, although she has visited many stations and functions, cannot find the 'propeller keyring', which is apparently out of production - or so we believe.

I wonder if I could put out a 'mayday' on her behalf through your excellent magazine, if anyone has a spare that they would part with, suitably reimbursed, I know she would be more than grateful.

Mike Sanger Honorary Treasurer
Sheerness

Manning the radio

Now the sailing season has ended I am getting round to catching up on some of my reading and read with interest 'The Coxswain's View' on page 13 of the Spring 1997 issue.

I was interested to learn that the primary location system used by the RNLI for fibreglass boats is VHF-DF and the vital importance of keeping the boat's radio manned.

Some years ago when I installed the VHF radio in my 25' sailing boat I fitted a remote speaker in the companionway as the radio was fitted well away from the dangers of potential spray and rain.

Because of the problems raised by Coxswain Hayes and the fact that I often sail single handed I have more recently added a remote microphone so that I can carry out all my radio communications either standing in the cockpit or in the companionway under the shelter of the spray hood. I only have to go below to change channels which takes a matter of seconds.

Perhaps yacht manufacturers should consider such installation which is cheap and easy to do and would make manning the radio in an emergency much easier.

**P W T Rosevere
Somerset**

Thank you lifeboat crews

As a result of a superbly executed tow by the Sheerness lifeboat from South Whitaker off the Foulness Sands in a northeasterly gale, we found ourselves at Burnham Yacht Harbour sorting ourselves out on the day of the launching ceremony for the new Atlantic 75 *Brandy Hole* and the D class *Ernest and Rose Chapman*.

With thoughts of our rescue vividly in mind, it was a privilege to be present at this well attended ceremony. It was particularly moving to see the lifeboatmen with their families, many with young children, which really brought home to me what they put at risk in their readiness to help all of us who find ourselves in difficulties at sea, whatever the reason may be. Thank you lifeboat crews!

**Sheila Rhodes
London**

Trips on former lifeboat

I thought this photograph may be of interest to readers of **The Lifeboat**.

This was taken in Scarborough harbour and is the restored Liverpool class lifeboat *William Cantrell Ashley*, ON871, formerly stationed at Clovelly, North Devon.

The boat is now running sea trips during the season from Scarborough harbour, having been bought by the coxswain/mechanic and second coxswain of the Scarborough lifeboat, Richard Constantine and Claude Sharp.

**M D Bointon
Scarborough**



Lifeboat station histories

The Story of the Dover Lifeboats
The Story of the Swanage Lifeboats
The Story of the Scarborough Lifeboats

by Jeff Morris

published by the author

Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts Society, really needs no introduction to anyone with an interest in RNLI lifeboat stations – his series of booklets, of which these three are the latest updated second or third editions, are considered the standard works on the stations covered.

Jeff researches his books thoroughly, both through central archives and on-the-ground, to the extent that they are kept close at hand in *The Lifeboat's* editorial office to settle any disputes or answer telephone callers' queries!

All of these books were published in January 1998 and the third edition of the Dover volume therefore reflects the arrival of the station's new Severn class *City of London II* in March 1997 and includes some of her services.

The Swanage history is another third edition, and although this does not include the arrival of any new boats since the previous edition it does mean that the station's Bronze-medal winning service in the October 1996 storm which had once been hurricane Lily can now be included.

Scarborough's history is a second edition, which again means there are no new boats to include (the station's Mersey having arrived in 1991) but once again recent notable services bring the history right up to date.

All three books are valuable additions to the histories of the stations concerned, and will be of great interests to students of the history of both the RNLI and of the individual stations.

The Story of the Dover Lifeboats is available from Capt. G.

Sutcliffe, Honeybee Cottage, Granville Road, St Margaret's Bay, Dover CT15 6DT; The Story of the Swanage Lifeboats from E. Corben at 41 Station Road, Swanage BH19 1AD; and The Story of the Scarborough Lifeboats from F. Normandale at 30 Castlegate, Scarborough, YO11 1QY all at £3.50 each including post and packing.

The History of the Humber Lifeboats
The History of the Port Erin Lifeboats

by Jeff Morris

published by the author

These two volumes are yet another part of the author's self-imposed task of compiling a history of every single one of the RNLI's lifeboat stations. The slightly differently-titled 'History of...' (rather than 'Story of...') series being available from the author at the address below rather than from the individual lifeboat stations. They are very similar in format and content, again covering the lifeboats and the activity at the station in some detail throughout its life.

Port Erin is a 'first edition', taking in the history of this station on the south west corner of the Isle of Man from its founding in 1883 to the present day – taking in everything from pulling and sailing boats and the high speed Atlantics which took over in 1992.

The Humber book is a second edition, bringing the history of this unique RNLI station (the only one with full-time lifeboatmen) right up to date with the arrival of the latest Severn class *Pride of the Humber* last year.

Both books are available from Jeff Morris at 14 Medina Road, Coventry CV6 5JB, the Port Erin volume at £2.50 and the Humber one at £3.50 – both including post and packing.

For the yachtsman

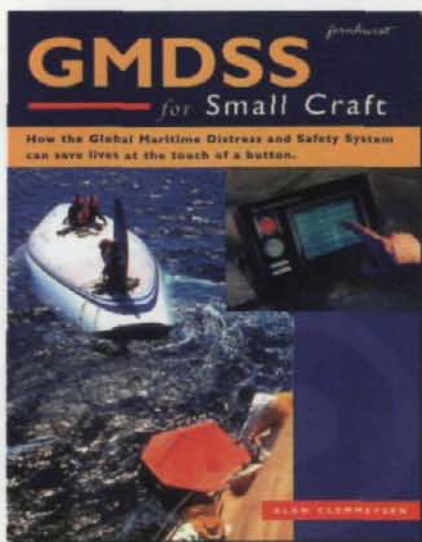
GMDSS for Small Craft

by Alan Clemmetsen

published by Fernhurst Books at £11.95
 ISBN1-898660-38-7

The introduction of the Global Marine Distress and Safety System (GMDSS) over the next few years will bring many changes to the way in which safety and distress calls are handled – on VHF, MF and HF. Despite the fears which seem to accompany the prospect of change the new system will not only bring greater safety for the small boat sailor in the long-term, but it should also simplify the sending of distress signals.

The disadvantages? All conventional radios, including the yachtsman's VHF sets, will need to be replaced by GMDSS-compatible transceivers to make use of the system – and commercial vessels will



no longer be required to keep a listening watch on channel 16 from 2005 onwards.

This volume is definitely up-beat about the new system, enthusiastically examining its advantages and ease of installation and use rather than the expense of the additional costs and extra training likely to fall on the small boat user.

This is a perfectly sound viewpoint – design of the the GMDSS system started some 15 years ago and all commercial vessels will need to be equipped by 1999. A small boat may be legally exempt, but we've had one and a half-decades of warning that GMDSS compatible systems would be needed if we wanted to play with the big boys...

A good basic explanation of the GMDSS system, and well worth reading, but also get hold of one of the RNLI's free Sea Safety scheme booklets on the subject.

When the keel sheared and the boat started flooding, it didn't matter that I'd been sailing all my life...



... it did matter that the lifeboat was there

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

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

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

Governors and Life Governors are automatically entitled to receive all Offshore benefits. To find out more about Offshore or to upgrade from Shoreline please call membership services on 0800 543210 quoting reference LJ10. Please note Shoreline members can join Offshore immediately. Your membership fee will not rise until your membership renewal date. We will be delighted to advise you.



Because life's not all plain sailing

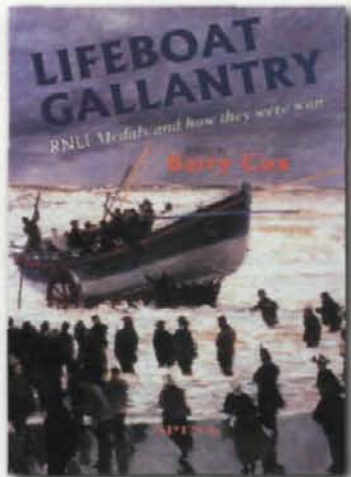
Registered Charity No. 209603

General interest...

Lifeboat Gallantry

RNLI Medals and how they were won
 edited by Barry Cox
 published by Spink at £24.95
 ISBN 0-907605-89-3

The RNLI has awarded medals to recognise the gallantry of its coxswains and crews since its inception almost 175 years ago, and has also used the medals to mark notable events such as significant anniversaries of other lifeboat services or, in the earlier days, the retirement of long-serving coxswains. In view of the reliance on sail and oar and any sort of protection for the crews in early lifeboats it is safe to assume that these coxswains well deserved a medal even if a particular service had not been singled out for the award!



The history of these medals, and the stories behind them, is a fascinating one, although sorting out their history and establishing that story, is a monumental task. Although records have always been kept they do tend to become sketchier the further back one goes and it was only a few years ago that some research by RNLI staff led to a revision of the official 'total awarded' – although fortunately the perpetrator of the error, and several generations of his descendants, had long since retired!

Despite these difficulties Barry Cox, the RNLI's Honorary Librarian, has made an excellent job of preparing what will undoubtedly become the standard reference work on the subject. Each medal awarded between 1824 and the end of 1996 (the cut-off date for the book) is listed in chronological order, either in the 'gallantry' or 'honorary' sections, with a brief description of the circumstances surrounding the award. What makes this volume of particular use to the researcher is the fact that these entries are cross-referenced by listings under the name of the awardee and also the lifeboat station involved (medals awarded during 1997 are shown in an appendix but are not included in the cross referencing).

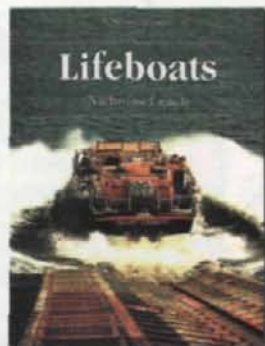
This is a substantial hard-back volume of more than 450 pages, and with a such a relatively specialised subject and limited number of sales it is bound to appear expensive at first sight. However its true value to anyone needing to know the whats, whys and whens of any RNLI medal is inestimable.

Lifeboats

by Nicholas Leach
 published by Shire Publications at £2.95
 ISBN 0-7478-0366-8

Nicholas Leach is a well-known and knowledgeable member of the Lifeboat Enthusiasts Society, and is well qualified to pen this general, pocket-size look at lifeboats and their history which forms part of a very large series of A5 size soft-back booklets from this publisher.

The amount of information which has been packed into 32 relatively small pages provides a remarkably good cross-section of the RNLI, past and present.



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.



STORM FORCE

Did you know that there are now just over 20,000 members of Storm Force, the RNLI's membership club for young people?

As well as getting a pack full of all sorts of goodies and an official membership card, Storm Force members also receive their own exclusive quarterly magazine which is packed full of exciting stories, puzzles and competitions.

To give you a flavour of the magazine (which is often secretly read by many mums and dads!) we will be occasionally featuring some of the recent news and articles in forthcoming issues of **The Lifeboat** – starting this issue...

If you know anyone who is under 16 and would like to come aboard contact the address below.



Storm Force membership costs just a year and helps to save lives at sea. For further information contact: Storm Force HQ, RNLI, West Quay Road, Poole, Dorset. BH15 1HZ

NEWS STORM FORCE

EXCLUSIVELY FOR STORM FORCE MEMBERS



Lifeboats
Royal National Lifeboat Institution

SF member Alanah Lewis with her grandfather, the coxswain, and the crew of Anstruther lifeboat.

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OUTBOARDS



Special feature!

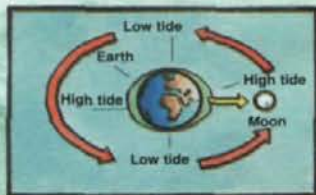
SEA SENSE

WATCH THE WATER, WAVES AND WIND

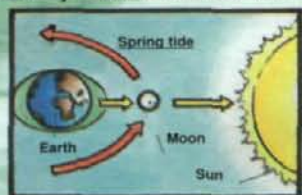
Wherever you go by the sea, remember that the water is very powerful and can easily hurt you. It is important that you understand the dangers there.

TIDES

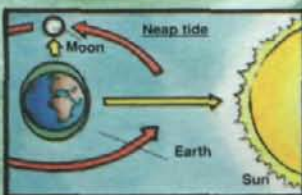
If you have been to the seaside you will have noticed that the sea moves regularly in over the shore and then out again. This movement is called the tide. The level of the water is high twice a day (HIGH TIDE) and very low twice a day (LOW TIDE). But what makes the water rise and fall? Tides are caused by the pull (force) of gravity of the Moon and the Sun. As the Moon travels around the Earth, its force of gravity pulls the water nearest to it out in a bulge. The spinning of the Earth causes another bulge on the other side. These bulges make high tides, with low tides in between.



There is also a pull from the Sun, but it is weaker than the Moon's because the Sun is farther away. However, when the Sun and Moon line up, the pull from the two together makes an even bigger bulge. This produces very high tides, and very low tides in between called



Spring tides. When you see a Full Moon or a New Moon in the sky, this is when there will be spring tides.



When the Moon and Sun are at right angles to each other the pull is not so great, so there is not such a high tide. This is called a Neap tide.

Tide times and tables

High tide is at six o'clock in the morning, the level of water will gradually drop until low tide about twelve noon. It will then rise steadily in to the next high tide at six in the evening. However, the time of each high or low tide is different every day. The Sun, Moon and Earth are continually moving and this causes changes in the time and the height of tides each day. Although you could roughly work out the times of high and low water, a set of Tide Tables will give you exact times and heights for each area along the coast. Check yours and don't get cut off!

WAVES

When you blow across a bowl of water, your breath ruffles the surface into little waves. The same thing happens when the wind blows across the sea. It pushes and drags against the surface of the sea, producing ripples and then waves. Waves can travel huge distances, called the fetch.

How waves move

Waves travel across the surface of the sea. You might have watched them from the seashore or from a boat. But did you know that the water itself does not travel along? If you see a bird (like Eric!) bobbing up and down on the sea, the water just goes up and down as the waves pass through it. Each time a wave passes, the water actually moves in circles. The circles are biggest near the surface and they get smaller deeper down. If you were in a submarine 100m down you wouldn't feel the waves even in the most severe storm.



Breaking waves

When waves approach the shore, they get taller and closer together. The bottom of each wave drags against the seabed and slows down, but the top of the wave keeps moving. Eventually, the surface topples over and crashes onto the beach. A breaking wave can 'dump', 'spill' or 'surge' onto the shore depending on the steepness of the underwater slope.



Spilling Wave

For swimmers, the types of waves can be very important. Waves can be fun - Spilling waves have crests of surf tumbling down the front - great for body surfers, swimmers and board riders - they can also be dangerous.



Dumping Wave

Dumping waves break with a huge force and can throw a swimmer to the bottom and drag them out to sea as it rushes back out.



Surging Wave

Surging waves are found on a very steep beach. They are very powerful and can knock you off your feet or even pluck you from the shoreline.

'CHECK IT OUT - WATCH THE WAVES!'

CURRENTS

Sea currents are caused by tides and wind. There are currents both at the surface and in the deep oceans. If you look at what has been washed up on a beach, you may find other things from other countries that have been carried there by currents.

A rip current is a very dangerous current seen at some beaches. It is caused by water coming into the beach, making channels in the sand, before running out to sea. These direct the waves' energy into one place and the power of the water running back out again may be too strong, for even the best swimmer. A rip current can often be identified by discoloured water, with brown



DANGER
Strong Current



© BLESS UK



Recognising a rip current

foam on the surface beyond the breaking waves, or by debris floating back to sea with the current. Also, where there is surf, a rip current will make the waves smaller.

WINDS

Onshore winds blow from the sea onto the shore. They can make the waves so much more powerful that they become dangerous.

Offshore winds blow from the shore out to sea. Although the water may be calm close in, it may be rougher farther out and they can blow a windsurfer, or inflatable far out to sea.

Check to see if there is an onshore or offshore wind by looking at which way any flags are flying, or you can hold something up to be blown by the wind, such as a handkerchief or T-shirt.

AND DON'T FORGET -

- Spot the Dangers
- Take Safety Advice
- Don't go Alone
- Learn How to Help

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LIFEJACKETS • BUOYANCY AIDS • SAFETY EQUIPMENT • AND MORE

People and Places

Lifeboatmen pick a winner

The 81st RNLI lifeboat lottery was drawn by lifeboat crew members on 30 April at the RNLI depot in Poole. The draw raised over £197,000 and first name out of the drum was Mr C Chestnutt from Worcestershire, who won a luxury seven day cruise around Scotland's West coast plus £500 spending money.

The cash prize winners were:

£1,000 – Ms B Jenkins, Norfolk
£500 – Mrs K Hill, Bath
£250 – Mrs S Brooman, Stockport
£100 – Mrs M Gaston, Newport;
 Mr J Robertson, Aberdeen; Mrs A House, Worcester; Miss S M Upson, Ipswich; Mrs M B Perkins, Chippenham.



Picking the winners – (from left to right) John Murray, John Marjoram, Peter Macgregor, David Johnstone, Bill Horne, Donald MacIssaac, Michael MacNeil, John Gaughan joined by RNLI marketing manager, David Brann.

On Station

The following lifeboats have taken up duty:

ALL-WEATHER

Ballycotton – Trent 14-25 (ON 1233) *Austin Lidbury* on 5 March 1998
Kirkwall – Severn 17-13 (ON 1231) *Margaret Foster* on 26 March 1998
Aith – Severn 17-14 (ON 1232) *Charles Lidbury* on 2 May 1998

INSHORE

Largs – Atlantic 75 B739 *Peggy Keith Learmond* on 4 March 1998
Cardigan – D492 (Temporary Station Service) on 21 March 1998
Cardigan – Atlantic 21 B586 (Temporary Station Service) on 22 April 1998
Howth – D530 *Marguerite Joan Harris* on 23 April 1998
Horton and Port Eynon – D531 on 12 May 1998
Clovelly – Atlantic 21 B531 (Temporary Station Duty) on 14 May 1998

Buried secrets of the deep

Crew members of Newbiggin lifeboat are leaving a message to lifeboatmen of the future under the floor of their new boat-house extension.

The existing station, which is currently being renovated and extended, was originally built in 1851 and is thought to be the oldest operational boathouse in the country.

The crew thought it would be a great idea to set a time capsule under the floor and a local contractor was contacted to make one from donated materials including some heavy duty gas pipe! The capsule was filled with various items including copies of *The Lifeboat*, local newsheets, newspaper articles, photographs and a three page message, to give future historians a unique snapshot of the past.

Richard Martin, crew member and spokesman said, 'Perhaps one day in the distant future it will be unlocked and give others an insight into Newbiggin 1998 as well as our work, our hopes and aspirations.'

Upgrading work on the station is due to be completed by the middle of next year and will give extra room to house an Atlantic 75 lifeboat – which Newbiggin hope to be allocated this year – and will also include crew training and support facilities.



(Main photo) Members of Newbiggin lifeboat crew and branch present the time capsule to contractor Bill Rutter and (inset) it is buried under the new boathouse extension.

People and Places

Good exercise...



Rye Harbour's Atlantic 75, Commander and Mrs Rodney Wells, is caught on camera here while exercising off Hastings with a Chinook helicopter from RAF Odiham.

The exercise, which took place on 15 March, also involved Hastings' all-weather and inshore lifeboats.

Photo: RAF Odiham

Bell baby



Withernsea lifeboat station held a double celebration during the Spring with the newly built lifeboat station hosting its first official ceremony – the baptising of Declan-James, son of crew member Craig O'Brian.

The station's lifeboat bell is used as a font, an old tradition which goes back many generations. Craig said it was a great honour to hold the ceremony in the new boathouse and hopes that little Declan will follow in his footsteps and be a lifeboatman.

The new building offers extra crew facilities including offices and a training room.

Obituaries

With regret we report the following deaths:

OCTOBER 1997

William John Arthur, former Falmouth mechanic. Mr Arthur's RNLi service spanned over 43 years – 20 years as a crew member on the Cadgwith rowing and sailing lifeboat, 12 years as mechanic at Cadgwith (at the outbreak of WW2) and 12 years as mechanic at Falmouth.

Mrs Eileen Haw, souvenir secretary of Coventry ladies lifeboat guild from 1984 until 1991. She first joined the guild in 1981 and continued to serve the committee until shortly before her death.

DECEMBER 1997

Mrs Ann Morrow, Coventry ladies lifeboat guild treasurer from 1985 until 1992. She joined the guild in 1981 and continued to serve the committee until shortly before her death.

JANUARY 1998

Peter Smith, Bembridge coxswain from 1955 to 1986. Peter was a crew member of the station from 1953 to 1954 and second coxswain from 1954 to 1955.

FEBRUARY 1998

Charles Henry 'Bill' Harvey, committee member since 1987 and chairman of the Back of the Wight branch from 1990 until his death.

Mrs Connie Marsh, treasurer of Bridlington ladies lifeboat guild from 1977 to 1993. Mrs Marsh was also minutes secretary and souvenir secretary for the guild and was awarded the silver badge in 1991.

Mrs Ivy Ball, vice president of the Wellington branch. She was founder member of the branch which formed in 1938 and secretary from 1951 to 1975. She was awarded the silver badge in 1958.

Thomas S Wyllie, former chairman of the Troon station branch.

Tom was also secretary of the Dunoon branch for many years and was awarded the gold badge in 1991.

Sir David A G Mackworth BT, cdr RN, Former deputy launching authority at Hayling Island lifeboat station. Sir David became DLA in 1974, a position he held until he was 73. In 1989 he became chairman of the station committee and was awarded the silver badge in 1985.

MARCH 1998

Mr Cyril Smith, vice president of the Wellington branch. Mr Smith joined the committee in 1975 and was box secretary from 1979 to 1988. He was awarded a statuette in 1990.

Mrs Maggie Melbourne, Vice chairman and founder member of the Burton St Modwen branch. Maggie first became a member of the branch in the 1960s and continued to serve the committee with great dedication until her death.

APRIL 1998

Mrs E V Gardner, Nutley branch president from 1997 until her death. Mrs Gardner was Walton and Hershaw branch honorary secretary from 1972 to 1988 and then Nutley branch honorary secretary until 1997. She received a silver badge in 1981 and a gold badge in 1996.

Lieutenant Colonel Gordon Dinwiddie, former chairman of the Kippford branch. Lt Col Dinwiddie was a keen yachtsman and served as branch chairman for 10 years. The Kippford station received a donation of £1,047 from a collection held at his funeral and a £500 bequest from his will.

MAY 1998

Mrs Phyllis Duckworth, former chairman and secretary of the Caversham branch. Mrs Duckworth was a member and chairman of the Reading and district branch for many years until 1979 when she founded the Caversham ladies guild which became the Caversham branch in 1991. She was awarded the silver and gold badge and presented with the bar to gold badge in 1994.

The Fundraisers

Boxing Day splash

It's amazing what lengths some fundraisers go to! This photograph shows Llanfairfechan branch chairman, Rob Shiland, leading intrepid sponsored 'splashers' down the slipway into the freezing Boxing Day brine. The branch, only formed last September, raised £1,000 from the event which marked the launch of its fundraising programme.



Bill's Brownies

Bill Coleman, Leamington Spa vice chairman, recently gave a talk on the lifeboat service to the 3rd Warwick (St. Nicholas) Brownie pack. The Brownies raised some £66 by making gifts and decorations for Christmas and they donated all the cash to the RNLI. Bill presented the girls with a special certificate with thanks for all their efforts.

Back in time

Southport branch held a 1940s night at a local pub in March which proved to be a great success – raising £350 for lifeboat coffers. Guests dressed up in old uniforms and were served an authentic 1940s meal of corned beef hash, and apple pie and custard.

Entertainment was supplied by George Formby look-alike, Anthony Mason, and there was music from two organists and a drummer. Tony Parkinson gave an entertaining talk about his experiences in the army and hosted a 40s quiz.



Dancing day

Loughton and district branch had the help of Chingford Morris dancers for the highlight of its recent lifeboat week.

The big day dawned bright and clear and the dancers put on five performances in local car parks and forecourts which boosted the branch's collection total by £152.

During house to house collections Jill Evans, branch assistant honorary secretary, was also given an unusual donation – a set of Morris bells for the dancers which the lady's son had previously worn over 20 years ago.

The Fundraisers



April pranksters

The proprietor and regulars of the Coalbrookdale Inn in Shropshire formed a group to undertake fundraising events on 1 April each year – these usually involve a weird and surreal April Fool's Day prank.

This year's prank was a proposition that the Inn was originally an inland lifeboat station when the RNLI formed in 1824. The Inn was reopened as a lifeboat station on 1 April 1998 and a D class placed on station. During the day the lifeboat was 'launched' to the nearby town where collections resulted in a total of £900 raised for the RNLI.

Four runners

Last September Gavin Roberts, Horton and Port Eynon crew member, decided to take part in the Swansea 10k race to raise money for the RNLI. He was joined by Brinley Hurford, Horton press officer, Steve Williams and Ian John – all four made sterling times and raised a total of £324.



Choral event

The Macclesfield branch recently held its fourth concert at the local Heritage Centre. Since 1990 the branch has organised an event every two years with the Orpheus Male Choir Rhos. The choir is known as one of the best in Wales and with their musical director, John Glyn Williams, they have helped to raise money for the RNLI for many years.

The last concert with guest soloists Celia Kite and David Jones (former RNLI North West regional organiser) raised £16,000



Pupils steel the day

A team from the Medway branch held its flag day in Strood and Rochester in March, raising £1,122 – a £400 increase on last year.

This was helped by pupils from Temple School steel band based at Strood with their music teacher, Miss Church. They provided super entertainment for collectors, locals and visitors.

The event was also ably assisted by Peter Sadler, Rochester town crier, who made vocal contributions!



£ The Fundraisers £

Cash concerto

The BT Scottish Ensemble lovingly brought the genius of Bach and Bartock to the ears of 220 guests at the Three Counties Gala concert in April. The event, organised by Axminster branch and held at the renowned Forde Abbey, was a tremendous success – raising £5,600 for lifeboat coffers.

Opening with a trumpet fanfare, the evening concluded with a cheque presentation by Lady Polworth, branch and concert chairman, to Andrew Young, South West regional manager.



15 years of racing

Celebrating its 15th anniversary, the RNLI Henley half marathon proved again to be a great success, raising £3,000 in 1997. Over the years the race, organised by the Henley branch, has raised over £76,000 for the RNLI.

Bill Gristwood and Carrie Hoskins were the respective mens' and ladies' winners and on hand to greet them were Reg Foster and Tony Hobbs, Henley branch race organisers, and Phil Ball from National Mutual which sponsored both winners.

Flyby Sunday

Branch cooperation was the name of the game at the Shepway Air Show at Folkestone in September. With the RNLI as nominated charity for the event, collections were made by Folkestone, Ashford, Dungeness, Dymchurch, Hythe, New Romney and Littlehampton branches and guilds – bringing in a total of £4,183.

Guest celebrity of Folkestone branch was Ron Lobeck (pictured centre), the popular weather forecaster for Meridian Television.



Double VIP party

Welshpool ladies guild had two special guests attend its Summer party – The Mayor of Welshpool, Joan Thompson, and her sister Madge Richards, the Mayor of Montgomery. The party raised £612 for lifeboat funds and was held at the home of the branch chairman, Janet Bainbridge.

£ The Fundraisers £

Two silver awards



At the recent Hitchin and district branch AGM, Laura Fagg, senior area organiser for the Eastern region, presented silver badges to two committee stalwarts – souvenir secretary Mollie Russell and branch secretary Phil Parrish – for their years of valuable service.

During the previous financial year the branch raised more than £11,800 and the committee have set a target of £12,000 for the current year.

The 'Loony Dook'



Over 40 hardy swimmers walked through the streets of South Queensferry, led by a pipe band for the 11th annual 'Loony Dook' – swimming in the Firth of Forth on the 1 January.

After a mad dash into the freezing waters, the swimmers, dressed in only T shirts and shorts and the odd suit, headed for the distant post some 100 yards offshore – and all made it back.

Queensferry's Atlantic 75 lifeboat stood by to rescue anyone in need, but thankfully they weren't needed.

RNLI governor, Stefan Gibson, raised £304 for the RNLI in sponsorship

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

At the Beachley Barracks, Chepstow over 230 people in 58 teams took part in an assault course challenge organised by the 1st Royal Welsh Fusiliers. Branches entered teams from many companies and organisations, together with friends and colleagues, who got together to tackle the military man-made obstacles. Despite the difficulty of scrambling over walls, negotiating ditches, swinging on ropes and

scaling a 12ft wall, all teams completed the course and raised, through sponsorship, a magnificent £10,000.

On 14 March a capacity audience at the Festival Hall enjoyed a brilliant performance by the Guildford Choral Society, the City of London Choir and the Philharmonic Orchestra. The choir donated concert seats to the RNLI which had no trouble selling them – raising £15,000.

John Gamble, RNLI area organiser, presents Elaine and Peter Martin with a certificate in recognition of all their hard work for the RNLI over the last 14 years.

Formerly with Sutton at Hone branch, they are now secretary and treasurer respectively of the Dartford and district branch.



Smugglers are a hit in Holland!

Fundraising choir, the Cromer Smugglers, make their mark as international favourites...

Led by founder and Cromer lifeboat mechanic, Paul Wegg, the Smugglers – who recently raised the cash for a new D class lifeboat at Tynemouth – travelled into the Dutch unknown in March to give audiences a taste of their own unique rendition of shanties and folk music.

The organisers of 'A Night in Gale 2' international shanty festival at IJmuiden snapped up the Smugglers after hearing just a few minutes of their new CD 'A New Dawn'.

At the Dutch port, the group wowed audiences during four gigs in 24 hours – so much so that they were immediately signed up by an agent wishing to sell the new CD on the Continent and were bombarded with requests for return visits.

The Smugglers have many national and international gigs coming up and are interested in performing at any lifeboat station in the UK and Ireland – for further information call (01263) 5122317 or (01263) 515432. CDs are available for £8 plus p&p from Bernie Walsh on (01263) 513376.



The Fundraisers

A fresh approach to the Corporate Sector

James Vaughan has recently joined the RNLI as corporate relations manager. Coming from a marketing background, he plans to concentrate the RNLI's efforts on developing corporate relationships with a few high profile companies, rather than several small to medium sized companies.

James recognises that the link between charities and the corporate sector has come a long way in recent years. 'I think the days of company 'X' providing a large donation to the RNLI with no-strings-attached are limited. Instead, it's important to understand that potential corporate partners will be looking to achieve a business advantage... we need to understand the tremendous value of our brand and ensure that commercial partnerships are well balanced, providing the RNLI with a tangible benefit whilst ensuring they don't jeopardise the unique position we hold in the community'.

James used the example of the recent Toshiba sponsorship of the RNLI crew leggers' on the BT Global challenge, to demonstrate how these partnerships can work. Toshiba helped to provide funds for an Atlantic 75, which cost over £66,000, and in return, benefited from high profile publicity at the London Boat Show, several articles in national and business press, and the nautical theme linked in well with their current Whitbread Race activity, to mention but a few.

Big partnership deals take time to develop but, over the coming months, James and his team will be looking for pro-active links.

Current activity

Royal Bank of Scotland - Harbour Account

The Harbour Account interest rate has been revised and increased to make the product truly competitive with the rest of the market - offering up to 7.5% gross. If we can achieve the target of 2000 accounts opened, the Royal Bank will donate at least £50,000 to the RNLI. For full details, see the advert in this issue of *The Lifeboat* or call (0800) 555 818 and ask for Harbour Account.

P&O Swan Hellenic Cruises - 10% saving

This cruise company offers an educational rather than pure recreational cruise product. We have secured a 10% discounted rate for our members and if you would like more details on this, please call Nigel French on (01202) 663295.



Captain Fleten from Fred Olden Lines presents a cheque for £29,246 to Nigel French and Coxswain Tony Hawkins of Dover. The money was raised from fundraising during 1997 on board their two cruise liners.

Long service ladies



At the recent AGM of Anstruther lifeboat women's guild, President Edith Clark, wife of lifeboat station's coxswain, John Clark, handed out eight long service certificates to guild members for service to the station.

The photograph shows (back from left to right): Mrs Jan Milne, Mrs Masie Watson, President Mrs Edith Clark, Coxswain John Clark, Mrs Isobel Gordon, Mrs Nancy Small, (front from left to right) Mrs Betty Gourlay, Mrs Sheena Tarvit, Mrs Thomasina Aitken and Mrs Jessie Smith.

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

Brighton branch have again beaten previous collection totals at the Brighton Boat Show - this year's show raised £2,156 - £1,406 of which was from collection boxes. The remainder was made up from souvenir sales, draw tickets and an Easter egg raffle. The branch also managed to sign up many new Shoreline and Offshore members.

Eric Laycock, owner of the High Tide fish shop in Barkingside, was recently presented with a shield and certificate, on behalf of Ilford branch, in recognition of the collection box in his shop which reached a total of over £1,000 during the last nine years.

Although **Chesterfield** branch is geographically as far away from the coastline as it is possible to be, hard working members managed to raise £5,500 during the last financial year - with a further £1,524 coming from souvenir sales.

In September 1997 **Cullercoats and Whitley Bay** guild organised an auction sale and were successful in obtaining items

from many famous people - including Her Majesty The Queen Mother!

As a result of their hard work, a total of £1,842 was raised.

At a recent meeting of the **Downend and Kingswood** branch, Esme Rawlings presented a cheque to Chairman Steve Tomkins for £900. The money was donated in memoriam of Frank Rawlings, Esme's late husband. Frank had been treasurer of the branch for 28 years until his death in October 1997.

Leamington Spa branch held a Christmas fair morning at the local Regent Hotel - raising £359 in an hour and a half.

Two events organised by **Lytham** ladies lifeboat guild raised £2,026 for the RNLI - its Christmas fair raised £1,380 and a fashion show brought in £646.

The **Sutton, Cheam and Worcester Park** branch held two collections at Safeway stores in Sutton just before Christmas and the St Nicholas shopping centre just after, raising a total of £2,878.

Awards to voluntary workers at the 1998 Annual Presentation of Awards

Since the last Annual Presentation of Awards Meeting, the Committee of Management has awarded three Honorary Life Governorships, 10 Bars to the Gold Badge and 50 Gold Badges. Each of the following entries states the dates of the first and last positions held at the given branch by the awardees. Awardees who did not attend the APA are indicated with an asterisk and were presented with their award at a local ceremony.

Honorary Life Governor

Miss A Illingworth Ilkeley Branch: 1926-1930, Torquay Branch: Chairman 1930-1990, President 1990 to date

Mrs Joan Vincent Shepperton Branch: Honorary Secretary 1950 to date

Dr George Middleton St Davids Station Branch: Honorary Medical Advisor 1956-1988, President 1997 to date

Bar To Gold Badge

Mrs Helen Macarthur* Upton Ladies Lifeboat Guild: Honorary Secretary 1961-1992, Chairman 1993 to date

Mrs Elaine Harbottle Tyne Valley Branch: Vice President 1961-1977, President 1991 to date

Miss Anne Hughes Pontypool Branch: Chairman 1963-1982, President 1982 to date

Mr David Mottram Rhyl Lifeboat Fundraisers: Committee Member 1959 to date

Mrs Margaret Joice* Dereham & District Branch: Honorary Secretary 1955-1979, Fakenham Branch: Honorary Secretary 1979-1980, President 1980 to date

Mrs M Berry Falmouth Guild: Committee Member 1959, President 1989 to date

Mr Bob Reay MBE North Sunderland Station Branch: Honorary Secretary 1964-1992, President 1992 to date

Mr Roy Pain Dover Station Branch: Chairman 1984-1996, Honorary Treasurer 1966 to date

Mr Ernie Hay* Bangor Station Branch: Station Hon Secretary 1965-1973, Honorary Treasurer 1974 to date

Mr Patrick J Gallagher Valentia Station Branch: Station Hon Secretary, Treasurer and Press Officer 1968 to date

Gold Badge

Mrs May Buchan Brechin Branch: Honorary Secretary, Souvenir Secretary and Assistant Treasurer 1962 to date

Mrs Fiona Boag* Lossiemouth Guild: Honorary Treasurer 1974-1977 and 1980 to date

Mrs Elizabeth Lord Clayton-le-Woods Branch: Honorary Secretary 1970 to date

Mr Brian Thompson Farnworth & Kearsley Branch: Honorary Treasurer 1977 to date

Mrs Annette Fry Formby, Freshfield & Altcar LLG: Honorary Treasurer 1972 to date

Mrs Eileen Marsden Heswall & Gayton: Box Secretary 1974-1988, Box Secretary 1990 to date

Mr E J Rumjahn Huyton with Roby & Prescott Br: Box Secretary 1965-1997, President 1997 to date

Mrs Margaret Bullough Lytham Ladies Lifeboat Guild: Honorary Secretary (LLG) 1975-1982, Vice President 1988 to date

Mrs Janet Kernohan Radcliffe Branch: Honorary Treasurer 1977-1985, Souvenir Secretary 1988 to date

Mr Colin Boden MC Bradford: Treasurer 1973-1994, Box Secretary 1994 to date

Mrs Aurea Popple Clifton Guild: Chairman 1970 to date

Mrs Felicity Jay East Bridgford & District: Joint Role Secretary 1995-1997, Chairman 1970 to date

Mrs B Rose Garforth Branch: Secretary 1972 to date

Mrs Janet Marshall Hessle & District Branch: Treasurer 1971 to date

Mrs W S Hick Heworth Guild: Chairman and Secretary 1968 to date

Mrs Barbara Taylor Huddersfield Guild: Assistant Treasurer 1969-1972, Treasurer 1972 to date

Mrs Peggy Hirst* Knaresborough: Secretary 1972 to date

Mrs Edith Crossland Spensborough Guild: Assistant Secretary 1959-1963, President 1974-1980

Miss Ethel Clark* Hakin Point: Secretary

1974 to date

Mrs Molly Rayner Bourne End: Honorary Secretary and Flag Day Organiser 1969 to date

Mrs Pat Elbourn Royston & District Branch: Honorary Secretary 1968-1986, Vice President 1997 to date

Mrs Jeanette Goodson Wroxham & District Branch: Honorary Secretary 1972-1978, Chairman 1981 to date

Mrs Denise Muir Wymondham Ladies Lifeboat: Honorary Treasurer, Box Secretary and Flag Week Organiser

Mrs Kathleen James Brixham: Souvenir Secretary 1965, President 1987 to date

Mrs Helen Bailhache Jersey Guild: Vice Chairman 1965, Vice President 1975 to date

Mrs Rosalie Johnson Penlee Guild, Souvenir Secretary 1975-1987, Asst Honorary Treasurer 1976-1997

Mrs Joan Sharp Sennen Cove Guild: Chairman 1979-1995

Mrs Janet Cooper Sherborne Guild: Souvenir Secretary 1991-1996, Press Officer 1993 to date, Lewisham (London) Branch: Honorary Secretary 1973-1983

Mr Ivor Howcroft Brentwood Branch: Honorary Secretary 1963-1969, Wells Branch: Vice Chairman 1969-1973 SW Wilts Branch: Chairman 1979 to date

Mrs Hannah Coplestone Torquay Branch: Flag Day Organiser 1975 to date, Vice Chairman 1988 to date, Redruth Branch: Honorary Secretary 1958-1960 and 1964-1974

Mr Alfred Jenkins Truro Branch: Flag Week Organiser 1972-1996, Souvenir Secretary 1972 to date

Mrs Muriel Banks Byfleet, West Byfleet & Pyrford Branch: Secretary 1972-1993 and 1993-1997, Asst Honorary Secretary 1997 to date

Mr Thomas Taylor Gravesend Branch: Joint Box Secretary 1973 to date

Mrs Joyce Smoothy* Hastings & St Leonards Lifeboat Society: Chairman 1972-1976, Hastings LG: Box Secretary 1976-1992

Mrs Ann Payne Newhaven & District Lifeboat Society: Secretary 1979 to date

Mr Derek Payne Newhaven & District Lifeboat: Chairman 1979 to date

Mrs Gina Majendie Central London: Chairman 1981-1986

Miss Doreen Went Sunbury: Honorary Secretary 1970-1997

Mrs Cheryl Piper Upminster Branch: Honorary Treasurer 1982-1986, Honorary Secretary 1988 to date

Mr Tom McLaughlin Glens Lifeboat Guild: Chairman 1972 to date, also Chairman of Red Bay Station Branch

Mrs Patricia Aikins Dublin Central Branch: House to House Organiser 1979-1997, Rathmines Shop Lady 1979-1997

Mr Frank Spears* Isle of Islay Station Branch: DLA 1971-1979, Chairman 1996 to date

Mr Noel Smart Montrose Station Branch: Chairman 1971 to date

Mr Lake Falconer* Oban Station Branch: Chairman 1972 to date

Dr David Clough Cullercoats Station Branch: Chairman 1951-1992, President 1992 to date

Mr Roy Smith Hayling Island Station Branch: DLA 1974-1978, Chairman 1988 to date

Dr Andrew Murphy Selsey Station Branch: Hon Medical Adviser 1972 to date

Mr Tom Williams Criccieth Station Branch: Station Hon Treasurer 1972 to date

Lt Cdr John Courlander Dun Laoghaire Station Branch: DLA 1972-1987, Chairman 1991 to date

Mr Neil Workman Red Bay Station Branch: DLA 1974-1980, Station Hon Secretary 1981-1998

Old and new passing through...



Caught on camera at Kirwall Harbour is the station's new Severn class lifeboat, *Margaret Foster*, (centre) which arrived in March 1998. She is joined by the ex-Kirkwall Arun class lifeboat, *Mickie Salvosen*, (right) which was on passage from Lochinver to Buckie and Aith's new Severn, *Charles Lidbury*, (left) which was on a courtesy visit.

Awards to coxswains, crew members and shore helpers

The following coxswains, crew members and shore helpers were awarded certificates of service on their retirement in 1997. Those entitled to them under the Institution's regulations were also awarded an annuity, gratuity or pension.

Abersoch: A S Vowell 12.5 years; J A Williams 18.5 years
Aberystwyth: T C Ridgway 28 years
Aldeburgh: F S F Sharland 35.5 years
Angle: A L Roch 30.5 years
Barry Dock: W R Caton 10 years; N D Hewitson 13.5 years
Beaumaris: I W Hughes 11.5 years
Bembridge: B Dyer 33.5 years
Clacton-on-Sea: T M Bolingbroke 27 years; P Evans 17 years
Donaghadee: A Small 13.5 years
Dunbar: A M Wight 21.5 years
Dungeness: P J Richardson 38 years; W L Richardson 33.5 years; F W Voller 25 years
Dunmore East: S W Abrahamsson 20.5 years (Coxswain)
Fishguard: F J Monk 22 years
Flint: W C Kerfoot 17 years
Gt Yarmouth & Gorleston: P H Carter 15.5 years
Helensburgh: P G Macneill 20 years
Howth: N McLoughlin 26.5 years
Hoylake: J W Kernighan 33.5 years; J G McDermott 38 years (Coxswain)
Hunstanton: R W F Hicks 17 years; R D Rafferty 13 years
Iffracombe: J A Clemence 38 years
Kinghorn: W McIntosh 29.5 years; C D Young 17 years
Kirkwall: D A Strutt 30.5 years
Lerwick: W J Clark 13 years (Bronze); I Fraser 29 years; T R Nicolson 30 years (Lerwick and Aith)
Littlehampton: J I Pidcock 15 years
Lochinver: S M McClelland 17.5 years
Lytham St Annes: P M Ashton 10.5 years; D Barker 20 years; P J Whalley 26.5 years
Moelfre: T O V Jones 6 years (Coxswain)
Morecambe: S J Waite 14.5 years; D Willacy 13.5 years
Mudford: A B Barker 17 years; M W Boulton 10 years; D Vaines 11.5 years
North Berwick: M G Thomson 10.5 years

North Sunderland: A Dawson 42 years
Oban: A G Murchison 21 years; D S Robertson 25 years; D W Scott 25 years
Padstow: T W Picton 10 years
Plymouth: F Jackson 11.5 years
Poole: A J Bebbington 14 years
Portpatrick: W Ramsay 18.5 years
Portrush: T H Creelman 11 years
Port Talbot: H Davies 10.5 years; R Parker 21.5 years
Queensferry: J Blair 11 years
Ramsey: J Kinnin MBE 26.5 years (Coxswain)
Red Bay: J Ferris 25 years; W L F McCollam 25 years
Rosslare Harbour: W Gough 13 years
Salcombe: R H Evans 21 years
Scarborough: C Lawson 16.5 years; R Tyson 38 years
Selsey: A M Connors 13 years; N J Woodland 37 years
Skegness: M R Hatton 40.5 years
Southend: N T Abbott 10 years; J F Fossett 13.5 years; R A West 17 years
Southwold: S R Borrett 24.5 years; M Davies 10.5 years; S Taylor 17 years
St Agnes: J H Stephens 26 years
St Bees: E W Forbes 24 years; I McDowell 21.5 years (Bronze); C Patterson 22.5 years
St Helier: S B Maguire 10.5 years (Coxswain)
Sunderland: R Graham 10.5 years
Teesmouth: W C Milne 13.5 years
The Mumbles: C Thomas 10.5 years
Troon: S P Aspin 12 years
Walton & Frinton: S S Moore 27.5 years
Walmer: D L Brophy 26.5 years; P Hardman 27.5 years
Wells: G B Walker 35.5 years (Coxswain/Mechanic); R M Warner 15.5 years
West Kirby: R A Booth 14.5 years
West Mersea: G W Peace 13.5 years; P J L Smith 12.5 years
Wick: J Bissett 22.5 years

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Lifeboat launches

Station-by-station lifeboat launches for November and December 1997 and January and February 1998

- Aberdeen**, Grampian
Arun: Nov 25, 28 and Feb 15
D Class: Feb 15 (twice)
- Aberdovey**, Gwynedd
Atlantic 21: Dec 7
- Aberystwyth**, Cardiganshire
Atlantic 75: Dec 27
- Achill Island**, Co Mayo
Relief Waveney: Dec 15
Relief Arun: Feb 11
- Aith**, Shetland
Arun: Nov 20, 22, Dec 5, 23, Jan 12, and Feb 1
- Aldeburgh**, Suffolk
Mersey: Nov 1 and Jan 27
D Class: Nov 21
- Alderney**, Channel Islands
Trent: Nov 10 and 12
D Class: Nov 12
- Amble**, Northumberland
Waveney: Dec 3
D Class: Dec 3
- Angle**, Pembrokeshire
Tyne: Dec 6, Jan 29, and Feb 24
D Class: Nov 11, Jan 2, 30, and Feb 26
- Appledore**, North Devon
Tyne: Dec 4
Relief Tyne: Dec 19
Atlantic 75: Feb 28
- Aran Islands**, Co Galway
Severn: Nov 13, Dec 2, 4, 23, 26, 27, Jan 24, Feb 1 (twice), 2, 7, 8, 14, and 27
- Arbroath**, Tayside
Mersey: Jan 6
- Arklow**, Co Wicklow
Trent: Nov 28 and Jan 18
- Arran (Lamlash)**, Strathclyde
C Class: Jan 1
Atlantic 21: Jan 11 and 17
- Arranmore**, Co Donegal
Tyne: Nov 23, 28, 30, Dec 11, 18, Jan 19, 24 and Feb 10
Relief Tyne: Jan 13
- Atlantic College**, Vale of Glamorgan
Atlantic 21: Nov 11
- Ballycotton**, Co Cork
Arun: Nov 25, 26, Dec 2, 12, Jan 10, 11, 19 and 23
Trent: Feb 9
- Baltimore**, Co Cork
Tyne: Dec 4, 24 (three times) and 31
- Bangor**, Co Down
Atlantic 21: Nov 10 and Dec 24
- Barmouth**, Gwynedd
Mersey: Dec 17
Relief D Class: Dec 17
- Barra Island**, Western Isles
Arun: Nov 12, Dec 19 and Feb 20
- Barrow**, Cumbria
D Class: Nov 14
- Barry Dock**, Vale of Glamorgan
Arun: Nov 7, 11 (twice), 14, Dec 7, 16, Jan 18 and 25
- Beaumaris**, Anglesey
Atlantic 21: Nov 9, 27, 29 and Feb 21
Relief Atlantic 21: Jan 28 and Feb 2
- Bembridge**, Isle of Wight
Tyne: Nov 6, 8 (twice), and 24
- Relief Mersey: Dec 14, 18 and Jan 2,
Relief Tyne: Feb 12 and 17
Relief D Class: Nov 23
- Blackpool**, Lancashire
Atlantic 75: Dec 14, Jan 11 and Feb 18
D Class: Jan 11 (twice)
- Borth**, Cardiganshire
D Class: Nov 2 and Dec 27
- Bridlington**, East Yorkshire
Mersey: Nov 16, 23 and Dec 17
- Brighton**, East Sussex
Atlantic 75: Nov 1, and 18 (twice)
Relief Atlantic 75: Nov 20, Dec 7 (three times), 21, Jan 11, 27, 28, Feb 22 (twice) and 26
- Broughty Ferry**, Tayside
Arun: Nov 2 and Dec 20
D Class: Nov 2, Dec 27 and Jan 2
- Buckie**, Grampian
Arun: Nov 3, Dec 2 (twice), Feb 6 and 7
Relief Arun: Feb 6
- Burnham-on-Crouch**, Essex
Atlantic 75: Nov 2, 8, 9, 12, Dec 28 (twice), Jan 2 (twice), Feb 7 and 13
D Class: Feb 7
- Burry Port**, Carmarthenshire
D Class: Dec 18, 23, and Jan 3
- Calshot**, Hampshire
Brede: Nov 5, 15, Dec 10, Jan 1, 25 and Feb 15
- Campbeltown**, Strathclyde
Arun: Dec 19, Jan 1 and 8
- Cardigan**, Cardiganshire
Relief C Class: Nov 28, Dec 28, Jan 5 (twice) and 30
- Castletownbere**, Co Cork
Arun: Nov 1, Jan 4, 23, 25 and 27
- Clacton-on-Sea**, Essex
Atlantic 21: Nov 4
Relief Atlantic 21: Dec 25 and 29
Relief D Class: Nov 5
- Cleethorpes**, North Lincolnshire
Relief D Class: Nov 22, Dec 7, 29, Jan 7 and 9
- Clifden**, Co Galway
C Class: Dec 25 and Jan 8 (twice)
- Clogher Head**, Co Louth
Mersey: Nov 7, 29 and Feb 19
- Conwy**, Conwy
Relief D Class: Nov 16
D Class: Feb 10 and 15
- Courtmacsherry Harbour**, Co Cork
Trent: Nov 11, 14, and Dec 1
- Cullercoats**, Tyne and Wear
Atlantic 21: Jan 2
- Donaghadee**, Co Down
Arun: Nov 10 and 24
- Douglas**, Isle of Man
Tyne: Nov 2 and Feb 12
- Dover**, Kent
Severn: Nov 6, 13, Jan 5, 9 and 23
Relief Arun: Dec 17
- Dungeness**, Kent
Mersey: Nov 13, Dec 31, Feb 10 (twice), 11 and 19
- Dun Laoghaire**, Co Dublin
Relief Trent: Dec 14, 17 (twice), Jan 19, 22 and Feb 8
D Class: Dec 12, Jan 25, Feb 8 and 28
- Dunmore East**, Co Waterford
Trent: Nov 21, 28, Dec 13, Jan 14, 15, 19, 23 and Feb 3
Relief Trent: Feb 23 and 25
- Eastbourne**, East Sussex
Mersey: Nov 2, Dec 3, 13, 20 (twice), 21, Jan 31, Feb 19 and 25
Relief Mersey: Jan 17
D Class: Nov 2 and 21
Relief D Class: Dec 20, 21, Jan 29, Feb 3, and 14
- Exmouth**, South Devon
Trent: Nov 19, Jan 4, Feb 23 and 24
D Class: Nov 22, Dec 18, Jan 9, Feb 7, 18, 23, 24 and 25
- Eyemouth**, Borders
Trent: Nov 11 and Jan 28
Relief Trent: Nov 26
- Falmouth**, Cornwall
Severn: Dec 5, 6, 17, 21 and Jan 12
Relief Atlantic 21: Dec 1, 6, 24, 28, 29, Jan 12 and 18
- Filey**, North Yorkshire
Mersey: Nov 24, 29, Dec 10, 13, 15, Jan 14 and Feb 11
- Fishguard**, Pembrokeshire
Relief Trent: Nov 6
Trent: Nov 20, 28, and Jan 31
- Flamborough**, East Yorkshire
Atlantic 75: Nov 3 and Dec 11 (twice)
- Fleetwood**, Lancashire
Tyne: Nov 23
Relief Waveney: Dec 14, Jan 27, Feb 3, 7 and 8
D Class: Nov 18 (twice), 23, Dec 14, Jan 4, 12, 27 and Feb 8
- Flint**, Flintshire
Relief D Class: Dec 1, 2, and Jan 7
D Class: Jan 29 and Feb 19
- Fowey**, Cornwall
Trent: Nov 21, 30, Dec 31 and Jan 4
D Class: Nov 21 and 30
- Fraserburgh**, Grampian
Tyne: Nov 18 and Dec 14
- Galway**, Co Galway
Atlantic 75: Nov 15, 23, 24, Dec 11, Feb 1 (three times), 7 and 16
- Girvan**, Strathclyde
Mersey: Nov 5, 26, Jan 2, Feb 1, 19 and 27
- Great Yarmouth and Gorleston**, Norfolk
Trent: Nov 14, Dec 23 and Jan 23
Atlantic 21: Nov 2, 14, Jan 11, 23 and Feb 9
- Happisburgh**, Norfolk
D Class: Jan 10
- Hartlepool**, Cleveland
Tyne: Nov 14 and 16
Relief Arun: Feb 11
Atlantic 21: Nov 14 and 16
- Harwich**, Essex
Severn: Dec 23 and Jan 9
- Atlantic 21: Nov 21, Dec 7, 23, 24, 29, Jan 2, 17, 27 and Feb 4
- Hastings**, East Sussex
Mersey: Nov 21, Dec 2, 20 and 21
Relief Mersey: Feb 11 and 28
D Class: Nov 2, 16, 26 and Dec 21
- Hawling Island**, Hampshire
Atlantic 75: Nov 2, 8 (twice), 15, Dec 25, Feb 8 and 26
D Class: Nov 8 (twice), 15 (twice) and Feb 8
- Helensburgh**, Strathclyde
Atlantic 21: Nov 1, 14, Dec 28, Jan 15, 16, 20, 27, Feb 2, 8, 13 and 19
- Helvick Head**, Waterford
Relief Atlantic 21: Nov 10, 22, Dec 3, 6, Jan 6, 13 and 25
- Holyhead**, Anglesey
Tyne: Nov 30
Relief Arun: Dec 12 and 16
D Class: Nov 19 and Feb 27
- Horton and Port Eynon**, Swansea
D Class: Nov 30
Relief D Class: Feb 15, 21 and 23
- Howth**, Co Dublin
Relief Arun: Nov 2, 16, 23, 25 (twice) and 26
Arun: Dec 26, Jan 2 (twice), 4 and 12
D Class: Nov 26, Dec 3, 4, 21, 24 and Feb 8
- Hoyleake**, Merseyside
Mersey: Nov 13, and Feb 7 (twice)
- Humber**, East Yorkshire
Severn: Nov 11, Jan 9, 18, Feb 4, 7, 17, 22 and 23
- Ilfracombe**, North Devon
Mersey: Jan 31
D Class: Dec 7
- Invergordon**, Highlands
Trent: Jan 4 and 8
- Islay**, Strathclyde
Relief Arun: Nov 23 and Dec 10
Severn: Jan 8 and 23
- Kilkeel**, Co Down
Atlantic 21: Jan 7, 15 and Feb 8
- Kilmore Quay**, Co Wexford
Mersey: Nov 30, Dec 1, 3, Feb 7, 22 and 23
- Kilrush**, Co Clare
Atlantic 75: Nov 7 and Feb 28
- Kinghorn**, Fife
Atlantic 75: Nov 15, Dec 7, 16, 19, 29 and Jan 30
- Kirkcudbright**, Dumfries and Galloway
Atlantic 21: Dec 21
- Kirkwall**, Orkney
Arun: Dec 27
- Kyle of Lochalsh**, Highlands
Atlantic 75: Nov 16, 21, 29, Dec 5 and Jan 20
- Largs**, Strathclyde
Atlantic 21: Nov 1, Dec 8, Jan 18 (twice), Feb 15 and 21
- Larne**, Co Antrim
Waveney: Nov 25 and Dec 4
Relief D Class: Nov 19
D Class: Jan 18

Lerwick, Shetland
Severn: Nov 19 (twice), Dec 2, 13, 15, Jan 6, 12, 28, 31 and Feb 22

Littlehampton, West Sussex
Atlantic 21: Nov 23, Dec 28 and Feb 7

Littlestone-on-Sea, Kent
Atlantic 21: Jan 28 and Feb 21

The Lizard, Cornwall
Tyne: Dec 20 and Jan 13

Llandudno, Conwy
Relief D Class: Nov 1, D Class: Jan 12

Lochinver, Highlands
Arun: Nov 10, Dec 27 and Jan 18

Lowestoft, Suffolk
Relief Tyne, Nov 29 and Dec 5

Lyme Regis, Dorset
Atlantic 75: Nov 1, Dec 2, 15, Jan 3, 15, Feb 7, 26 and 28

Lymington, Hampshire
Atlantic 21: Jan 20

Lytham St. Annes, Lancashire
Tyne: Nov 13 and 18
Relief Mersey: Dec 25 and Feb 3
Relief D Class: Nov 18, Dec 25 and Feb 15

Mablethorpe, Lincolnshire
D Class: Nov 12
Relief D Class: Jan 17

Mallaig, Highlands
Arun: Nov 29, Jan 5, Jan 18, 22, 23, Feb 11 (twice), 14, 16 and 20

Margate, Kent
Mersey: Nov 7, Feb 8 and 28
Relief D Class: Nov 27, Dec 6 and Jan 11

Minehead, Somerset
Atlantic 75: Nov 7 and Feb 2

Moelfre, Anglesey
Relief Tyne: Jan 11
D Class: Jan 22

Montrose, Tayside
Tyne: Nov 18
Relief Mersey: Dec 9 and Feb 16
D Class: Dec 9 and Feb 22

Morecambe, Lancashire
D Class: Nov 16, Dec 18 (twice), Jan 2 (twice), 3, 11 and Feb 26

Mudford, Dorset
Atlantic 21: Nov 6, Jan 4, 10, 18, 20, Feb 5, 15 and 19

The Mumbles, Swansea
Tyne: Nov 28, Dec 15, 20, Feb 15 (twice), 21 and 27
D Class: Nov 28, Jan 2, 10, 29, 31, Feb 16, 21, 22 and 27

Newbiggin, Northumberland
Atlantic 21: Nov 8

New Brighton, Merseyside
Atlantic 75: Nov 2, Jan 12 and 31

Newcastle, Co Down
Mersey: Jan 2 and 15 (twice)

Newhaven, East Sussex
Arun: Nov 22, Dec 7, 13, 14 and Feb 8

Newquay, Cornwall
Atlantic 75: Jan 8
D Class: Feb 21

North Berwick, Lothian
Relief D Class: Nov 2 and Jan 15
D Class: Feb 27

North Kessock, Highlands
D Class: Jan 8

North Sunderland, Northumberland
D Class: Feb 15

Oban, Strathclyde
Trent: Nov 10, 16, 17, 23, 29, 30, Dec 6, 12, 16, 26, 30, Jan 8, 10 (twice), 11, 12, Feb 2, 8, 15 and 16

Penarth, Vale of Glamorgan
Atlantic 75: Nov 2 (twice), 14, Dec 7, 16, 30 and Jan 25
Relief Atlantic 75: Feb 2 and 4
D Class: Nov 14, Dec 5, 25, and 30

Penlee, Cornwall
Arun: Dec 11, Feb 5, and 9

Peterhead, Grampian
Tyne: Dec 13 and Jan 4
Relief Tyne: Feb 3

Plymouth, South Devon
Arun: Nov 2, 17, 20, Dec 8, 12, 20 and 26

Poole, Dorset
Brede: Nov 1, 2, 6 (twice), 7 (three times), 17, Jan 4 (twice), 11, 18, Feb 8, 10 and 16
Atlantic 75: Nov 3, 5, 6 (twice), 7, 11, 17, 27, Dec 2, 25, Jan 2, 4, 11, 12, 31, Feb 6, 10, and 14

Portaferry, Co Down
Atlantic 75: Nov 14, 27, Dec 14, 30, Jan 21 and Feb 1

Porthcawl, Bridgend
Atlantic 75: Nov 14, Dec 28, Jan 18, 20 and Feb 8

Porthdinllaen, Gwynedd
Tyne: Jan 15

Port Isaac, Cornwall
Relief D Class: Feb 14

Portpatrick, Dumfries and Galloway
Tyne: Nov 28 (twice) and Feb 21

Portree, Isle of Skye
Trent: Nov 5, 28, 29, Dec 4, Feb 14 and 15

Portrush, Co Antrim
Arun: Jan 8
D Class: Nov 1, 8, 23 and Dec 20

Portsmouth, Hampshire
Atlantic 75: Nov 8 (twice), 16, 17, 29, Dec 14 (twice), Jan 4, 15 and Feb 8
D Class: Nov 7, 16 (twice) and Dec 14

Port Talbot, Neath and Port Talbot
Relief D Class: Jan 4

Queensferry, Lothian
Atlantic 75: Nov 16, 23, Dec 7, 16, 19, 29, Jan 2, Feb 1 and 18

Ramsey, Isle of Man
Mersey: Dec 21, Jan 26 and Feb 4

Ramsgate, Kent
Trent: Nov 22, Jan 2 and Feb 15
Relief Atlantic 21: Jan 2, 10 and Feb 12

Redcar, Cleveland
Atlantic 21: Nov 16, Jan 14, Feb 8 and 22

Rock, Cornwall
D Class: Nov 8, Dec 12 and Jan 8 (twice),
Relief D Class: Feb 13, and 21

Rosslare Harbour, Co Wexford
Arun: Nov 28 and Dec 2

Rye Harbour, East Sussex
Atlantic 75: Nov 14, Dec 9 and Feb 11

St. Abbs, Borders
Atlantic 21: Feb 14

St. Agnes, Cornwall
D Class: Jan 6

St. Bees, Cumbria
Atlantic 75: Dec 2

St. Catherine, Channel Islands
Atlantic 21: Nov 20, 23, 29 (twice), 30 and Jan 14

St. Davids, Pembrokeshire
Tyne: Dec 1, 27, Jan 17 and Feb 18

D Class: Dec 27, Jan 17 (twice) and Feb 13

St. Helier, Channel Islands
Tyne: Nov 10
Relief Waveney: Nov 20
Relief Tyne: Nov 29

St. Ives, Cornwall
Mersey: Nov 11, Jan 1 and 6

St Mary's, Isle of Scilly
Severn: Dec 4

St. Peter Port, Channel Islands
Severn: Nov 5, 6, 29, Dec 20 and Jan 16

Salcombe, South Devon
Relief Tyne: Nov 4
Relief Mersey: Feb 15 and 28

Scarborough, North Yorkshire
Mersey: Nov 10, Dec 9 and Feb 23
D Class: Feb 23

Selsey, West Sussex
Tyne: Nov 8, 22, Dec 6, 21 and Feb 24
D Class: Nov 30 and Jan 10

Sennen Cove, Cornwall
D Class: Nov 24

Sheerness, Kent
Trent: Nov 6, 11, Dec 14 and Feb 13
Relief Trent: Nov 28
Relief D Class: Dec 17
D Class: Jan 30

Sheringham, Norfolk
Relief Atlantic 75: Feb 25 and 28

Shoreham Harbour, West Sussex
Tyne: Nov 15, Jan 17 and Jan 23
D Class: Nov 15, Dec 31 and Jan 30

Skegness, Lincolnshire
Mersey: Nov 23 and Feb 4
D Class: Feb 8 (twice)

Skerries, Co Dublin
Atlantic 21: Nov 16, Dec 12, Jan 10 and 29

Southend-on-Sea, Essex
Atlantic 21: Nov 6, 22, 29, Jan 4 (twice), 11, 16, 18 and Feb 13
D Class: Nov 6, 29, Jan 18, Feb 2, 4 and 8

Southwold, Suffolk
Atlantic 21: Nov 6, 13, Dec 15, 28, Feb 22 and 26

Staithes and Runswick, North Yorkshire
Relief Atlantic 21: Nov 6 and Jan 4
Atlantic 21: Jan 27 and Feb 28

Stornoway, Western Isles
Arun: Nov 3, 6, 8, Dec 5, 17, 19, 27, Jan 13, 16, 17, and Feb 19

Stromness, Orkney
Relief Arun: Nov 1, Dec 27, Jan 9, Feb 7 and 8

Sunderland, Tyne and Wear
Relief Trent: Nov 5 and Dec 17
Trent: Nov 12, 14, 15, Jan 20, 22, 31 and Feb 23
D Class: Nov 14, 15, Jan 14, 20, 22, 31 and Feb 24

Swanage, Dorset
Mersey: Nov 3, 6, Dec 3, Jan 4, 25, 31, Feb 11, 16, 22 and 27
Relief D Class: Nov 3 and Dec 3
D Class: Feb 11, 16 and 22

Teesmouth, Cleveland
Tyne: Dec 2 and Jan 17

Teignmouth, South Devon
Atlantic 21: Jan 3, Feb 22 and 23 (twice)

Thurso, Highlands
Arun: Nov 18, Dec 1, 18 and Jan 18

Tighnabruaich, Strathclyde
Atlantic 21: Dec 8 and Jan 23

Tobermory, Strathclyde
Arun: Nov 17, 30, Dec 1 (three times), 9, 17, 28, Jan 4, 13 (twice), 14, 19, 29 and Feb 27

Torbay, South Devon
Arun: Nov 4, 7, 14, 17, Dec 2, 12, 17, Jan 1, 4, 9, Feb 9, 23, 24 and 28
D Class: Nov 4, 7, 17, 28, Dec 11, 12 and Feb 28 (twice)

Trearddur Bay, Anglesey
Atlantic 75: Dec 15, 29, Jan 26 and Feb 14

Troon, Strathclyde
Arun: Nov 18, Jan 26 and Feb 25

Tynemouth, Tyne and Wear
Arun: Dec 7 and Jan 23
Relief Arun: Jan 28
Relief D Class: Nov 3, 29, Jan 27 and 28

Valentia, Co Kerry
Severn: Dec 23, Jan 25, Feb 17 and 25 (twice)

Walmer, Kent
Atlantic 21: Dec 4, 12 and Feb 14

Walton and Frinton, Essex
Tyne: Nov 23
Relief Tyne: Jan 7

Wells, Norfolk
D Class: Feb 6

West Kirby, Merseyside
D Class: Nov 2, Jan 31, Feb 12 and 16

West Mersea, Essex
Atlantic 21: Nov 10, Dec 4, 13, Jan 2 (twice), 4 and 21
Relief Atlantic 21: Jan 25

Weston-super-Mare, Somerset
Atlantic 21: Nov 2 (twice), 8, 16, Jan 9, Feb 5, 11 and 28
D Class: Nov 8, 16, Dec 28, Jan 9 and Feb 5
Relief D Class: Feb 15

Weymouth, Dorset
Arun: Nov 1, 10, 14, 21, 22, Dec 11, Jan 3, 6, 10, 20 and Feb 7
Relief Atlantic 21: Nov 10, 16, 21, Dec 6, 11, Jan 7 and Feb 21

Whitby, North Yorkshire
Trent: Nov 3, 23, 26, 29, Dec 14, 17, 19, 21, Jan 8, 17, 21, 30, Feb 1, 12 and 20
D Class: Dec 13

Whitstable, Kent
Atlantic 21: Nov 1, 6 (twice), 15, 16, 21, Dec 14, Jan 24 and Feb 10

Wick, Highlands
Trent: Nov 10, Dec 2 and Jan 31

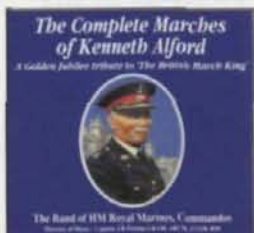
Wicklow, Co Wicklow
D Class: Dec 7

Workington, Cumbria
Tyne: Dec 21

Yarmouth, Isle of Wight
Relief Arun: Nov 22
Arun: Dec 30 and Jan 20

Youghal, Co Cork
Relief Atlantic 21: Nov 6 and Jan 6
Atlantic 21: Feb 25

The services listed are for those which returns had been received at RNLI Headquarters by 22 April 1998. There may be other services for which returns had not been received.



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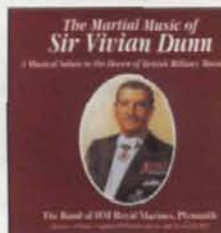


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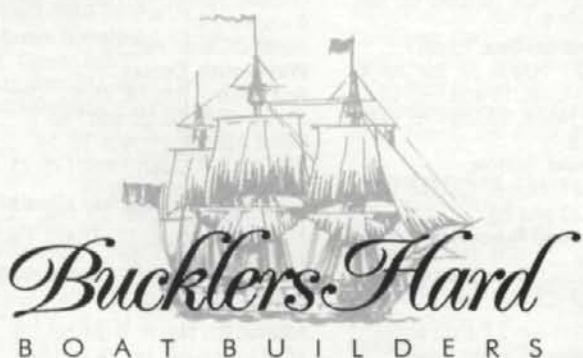


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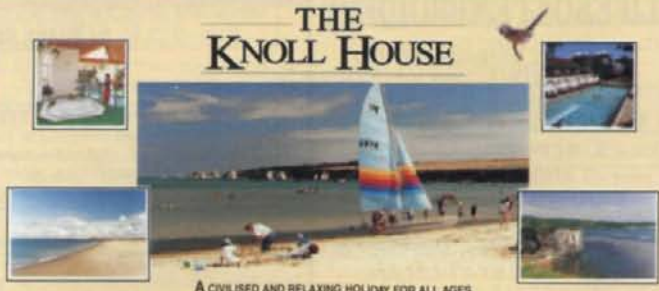


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