

Autumn 1998

The **Lifboat**

The magazine of the RNLi

In this issue...

A Day In The Life of...

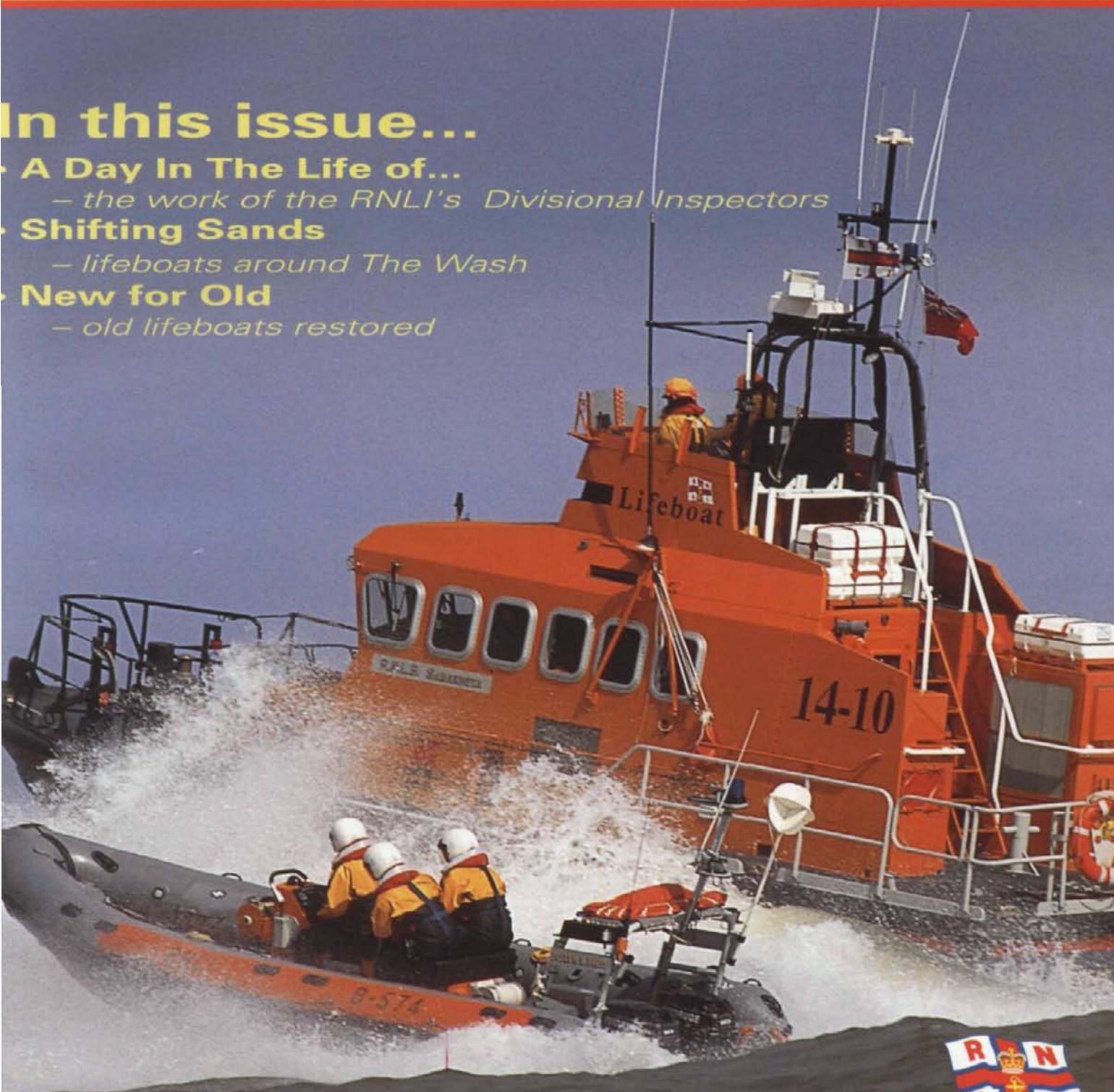
– the work of the RNLi's Divisional Inspectors

Shifting Sands

– lifboats around The Wash

New for Old

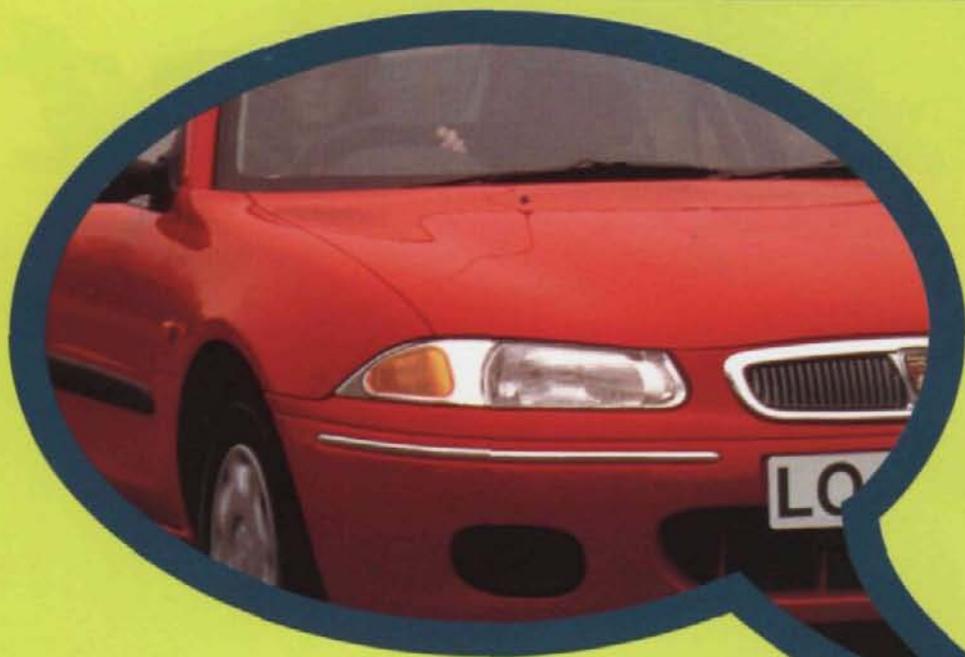
– old lifboats restored



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The Lifeboat

Autumn 1998

In this issue...

Volume 56 Number 545

The magazine of the **Royal National Lifeboat Institution**
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The Lifeboat

Autumn 1998

Front Cover

Great Yarmouth and Gorleston's Atlantic 21 *Joseph B. Press* ranges up alongside the station's Trent class *Samarbeta* while on exercise.

Photo by Rick Tomlinson

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NEWS



Above – Andrew Freemantle, new RNLi Director as of January 1999.

Right – Brian Miles hands over the controls at the end of the year.

New hand at the helm

Andrew Freemantle, MBE has been appointed the new Director of the RNLi. He will succeed Lieutenant Commander Brian Miles, CBE, who retires at the end of the year after 34 years with the lifeboat service. Andrew joined the RNLi in October 1998, to enable a suitable handover, before he takes up the appointment on 1 January 1999.

Andrew Freemantle is a graduate of the Royal Military College of Science, the Army Staff College and, as a Brigadier, was a member of the Royal College of Defence Studies. He took over the Scottish Ambulance Service in

1991. It is the largest and busiest ambulance service in the UK. In addition, through his membership of the Council of St. Andrew's Ambulance Association, he has dealt with issues facing the voluntary sector, including fundraising.

Speaking of his appointment, he says, 'I have long admired the courage and reputation of the RNLi. I am immensely proud to be joining the Institution, to which I very much look forward to being of service.'



Speaking of Brian Miles, David Acland, Chairman, says, 'Director Brian Miles 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, (the Mersey, the Severn, the Trent and the Atlantic 75), 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.'

NEWSPOINT

This is the last issue of *The Lifeboat* which will appear during 1998 – the next will be published in the first days of 1999, which is not just another new year but the one in which the RNLi celebrates its 175th anniversary and prepares to move into a new century.

Many things must change in the course of 175 years, but throughout massive changes in society, the march of technology and the vast increase in the number of calls on the lifeboat service the underlying principles of the RNLi have remained intact.

In a world which could hardly have been envisaged by Sir William Hillary the RNLi's lifeboats are still manned by volunteers, and its 222 lifeboat stations are still funded by voluntary contributions raised by an army of volunteer fundraisers.

Not a penny of its income comes directly from the

governments of the coasts it covers and, although there are those who might see this as a disgrace, it is a situation which the lifeboat service, those who work on its behalf and those who find themselves in need of its services find entirely satisfactory.

The RNLi has but one aim in life, saving life at sea, and its independence enables it to concentrate on that aim, free from political considerations.

As it prepares for the new millennium the RNLi will also have a new hand at the helm, as described in the news item above, and although a new hand will undoubtedly steer a slightly different course to its predecessor the RNLi will equally certainly retain its character. One-and-three-quarter centuries of devotion, heroism and sheer hard work have left an indelible imprint on the lifeboat service – and the more it changes the more it stays the same.

The Lifeboat is published four times a year and is sent free to RNLi Members and Governors. The next issue will be Winter 1998/99 and will appear in January 1999.

News items should be received by 31 October 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.

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

Any products or services advertised in *The Lifeboat* by third parties are not in any way endorsed by the RNLi and the RNLi shall not be responsible for the accuracy of any information contained in such advertisements nor has it investigated or verified any of the information.

Let's Party!



Celebration Ale

The RNLI Celebration Ale was officially launched in September, when a lifeboat from Harwich sailed up the River Orwell to deliver a case to the Ipswich Beer Festival. The theme of the festival was the RNLI and the sea, and all profits from the sale of this special beer were donated to the lifeboats.

The Celebration Ale is now on sale nationally from Co-op, Tesco, Threshers and also from various pub groups including Greenalls, Pubmaster, Century Inns and Allied Domecq Inns.

The Ale is also available from Unwins off licence chain, Le Riche stores in the Channel Islands and by mail order via Waitrose BeerDirect.

The photograph left shows (L to R) Aldeburgh lifeboat crew, Frances Aldridge, anniversary project manager; Paul Evans, marketing manager Co-op retail; Brian Cowie, Tolly Cobbold MD; Coxswain Ian Firman and Stella Dubbin, area organiser East toasting the pre-launch of the anniversary beer at Aldeburgh.



175th Anniversary Calendar of main events

1998:

- 11 September** Launch of anniversary book at Southampton Boat Show.
- 22 September** Launch of the anniversary beer at the Ipswich Beer Festival, Corn Exchange, Ipswich.
- 14 November** Lord Mayor's Show and parade, London – featuring the anniversary roadshow wagon, the RNLI's London taxi and Stormy Stan, the junior membership mascot.

1999:

- 1 January** Participation in the New Year's Day parade through London.
 - 7 January** Press day and formal launch of anniversary at London Boat Show
 - 8-17 January** Visit us on our special stand at the London Boat Show.
 - 1 March** Mansion House banquet, London. Special celebrity guest (to be announced)
 - 4 March RNLI is 175 years old today!** Anniversary flag to be flown and maroons fired from all 222 lifeboat stations. Lifeboats launched from selected stations. birthday bashes (special events for branches and guilds) begin all over the country.
 - April (Easter weekend)** Launch of spectacular lifeboat flume ride at theme park in the Midlands.
 - 17-21 May** Chelsea Flower Show, London. First ever floral lifeboat on a slipway! Designed and planted by Gateshead Borough Council.
 - 26 May** AGM photocall and press conference, London
 - 27 May** AGM and Presentation of Awards at the Barbican, London.
 - 4-6 June** Lifeboat Challenge - visit as many lifeboat stations as possible in 48 hours, win prizes and raise money.
 - 20-26 June** *Flotilla of UK and overseas lifeboats, old and new, on Poole Quay*, 18th International Lifeboat Federation conference at Royal Bath Hotel, Bournemouth (delegates from over 30 countries attending)
 - 22 July** Two 10 minute displays at the Royal Tournament, Earls Court, London.
 - 6-28 August** 25 Appearances in the Edinburgh Military Tattoo
 - 10-19 September** Southampton Boat Show (provisional)
- For further information contact Frances Aldridge, Anniversary Project Manager, on (01202) 663323.

The main events are now in place for the RNLI's 175th anniversary celebrations which begin with a bang next year. Flags and flares at all 222 lifeboat stations on 4 March – the RNLI's actual birthday – will signal the start of the birthday bashes for branches and guilds who will be holding special anniversary events in all the regions.

The formal launch of the anniversary campaign will take place at the London Boat Show in January when a really spectacular stand is sure to draw the crowds, and watch out for the first ever floral lifeboat on our stand at the Chelsea Flower Show in May produced in partnership with Gateshead Borough Council.

Some events were previewed at this year's Southampton Boat Show – including the launch of the anniversary book – and the anniversary beer is now brewed and is ready for drinking following the launch at the Ipswich Beer Festival in September.

The calendar of events – correct at the time of going to press – appears right. A calendar of regional events will appear in the next issue.

Celebration book

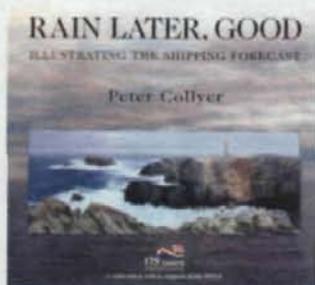
The RNLI's official 175th anniversary publication, 'Rain Later, Good – Illustrating the Shipping Forecast', is a new book by painter and writer Peter Collyer which takes some of the mystique out of the regular broadcasts.

The evocative names 'Dogger, Fisher, German Bight...' have been illustrated by a series of delightful miniature paintings and idiosyncratic text which gives Peter's impressions and many other little known facts collected from his travels around the 31 sea areas and 13 coastal stations – which covered more than 16,000 miles in two years.

Rain Later, Good, priced at £27.50, is available from RNLI(Sales) on (01202) 669777, Thomas Reed Publications on (0181) 941 7878 and all good book shops, quoting ISBN 0 901281 75 1. For each copy sold, £2.50 goes to the RNLI.

The RNLI has also secured an agreement for a special limited edition of 100 copies. Each copy will be signed and dated by the author and bound in dark blue gold embossed leather and contained in a slip case. The first copy will be presented to our Patron Her Majesty The Queen.

Most of these special editions have already been sold but there are a few copies left. The Institution is asking for a minimum payment of £100 per copy (of which £50 is a donation) including p&p. To order a copy, please send your cheque (made payable to RNLI 175th Anniversary Book) to: Nigel French, Corporate Relations Officer, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.





Cruise away with the Winter Lottery!

Fred Olsen Cruise Lines have donated a fantastic first prize for the Winter Lifeboat Lottery – a two-week luxury Caribbean Cruise for two, plus £500 spending money.

The winner can select a Caribbean cruise from the 1999 Fred Olsen brochure. The most difficult decision facing the winner is choosing whether to explore the less known hideaway islands, or the better known favourites such as Barbados, St. Lucia and St. Kitts. Whatever the choice, the winner will experience the Caribbean's brilliant blue sky, shimmering white sands and crystal clear waters.

The winner will also savour the elegance and indulgence of cruising – from sampling the cuisine in the many restaurants and bars, to the use of leisure facilities that range from swimming pools, a beauty salon, theatre, casino and a nightclub on board *The Black Watch*.

If you would like the opportunity to win this great prize, remember to return your tickets to Rebekah Rose at RNLI HQ before the 15th January 1999. If you would like more tickets, or do not presently receive tickets, please ring Rebekah on (01202) 663219.



Baltic's limited edition

Salcombe lifeboat's medal-winning service to the coaster *Janet C*, has been remembered in a dramatic painting entitled 'Our word our bond' by marine artist Christopher Southcombe.

A limited edition of 500 prints of this new painting, commissioned

by The Baltic Exchange, is available for sale to help raise funds for a new Baltic lifeboat at Salcombe.

Salcombe lifeboat, *Baltic Exchange II*, took the 1,200 ton coaster in tow and held her off rocks for three hours in heavy seas and gale force winds in March 1992 – Coxswain Frank Smith was awarded the Bronze Medal for the service.

The signed prints are available in several framed or unframed versions – for further information contact: Jennifer Nicholas at The Baltic Exchange on (0171) 369 1621.



Redcar's new D

The pouring rain did not stop the enjoyment of everyone attending the naming ceremony and dedication of Redcar's D class lifeboat, *Peterborough Beer Festival 1* on 13 June.

Fortunately Redcar's boathouse was large enough to hold the ceremony inside. The acoustics were superb, both for the Cleveland Constabulary Band and the Marske Fishermen's Choir who both helped to make the occasion memorable.

Trevor Walker, Redcar station chairman, opened proceedings and Tom Field, Peterborough branch chairman, handed the lifeboat over to Iain Bryce, representing the RNLI Committee of Management. The lifeboat, funded as a result of an appeal by Peterborough branch and CAMRA, who organised the Beer Festival, was then passed into the care of Ian Readman, station honorary secretary, before a service of dedication was conducted by the Reverend Stephen Fisher.

Mike Lane, Beer Festival organiser, named the lifeboat – and in keeping with her name, he christened her with half a pint of real ale!

Dover ceremony

Despite the anguish over the 'English Summer' the weather was kind for the naming of the Dover Severn class lifeboat *City of London II* at the end of May.

His Royal Highness, The Duke of Kent performed the ceremony at the Port of Dover watched by the crew's families, friends and many local fundraisers. Coxswain Tony Hawkins and the crew were joined by civic officials, representatives of the City of London Appeal and the crew of the Boulogne lifeboat, in a happy but moving ceremony.

The funding of this excellent boat was due to the City of London Appeal which celebrated the centenary of the City of London branch and was raised by gifts and donations from the 'Square Mile' and City institutions. Two legacies were also used – from Mrs Edna Horsfield of Dover and Mrs Gertrude Ross, a lifelong supporter of the RNLI.



The Duke of Kent takes the helm of City of London II. Photo: Paul Russell

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Fowey's triple



Last October over 400 guests and a large crowd assembled for a unique triple ceremony at Fowey lifeboat station – the opening of the new boathouse and the naming of the station's new Trent and D class lifeboats.

The boathouse was funded by a bequest from Marie and George Higginson, the Trent from a gift and bequest of £1m from Maurice Hardy and the D class by a gift from the Olive Herbert Charitable Trust.

Brian Willis, former Fowey lifeboat coxswain, officially opened the new lifeboat house. Mr D S Cattell, a friend of the Hardy family, handed over the Trent and Richard Gilman, a trustee of the Trust, handed over the D class. RNLI Chairman David Acland accepted the lifeboats and delivered them into the care of Fowey station officials.

Stella Welford, a trustee, then named the D class *Olive Herbert* and Joyce Hardy named the Trent lifeboat, *Maurice and Joyce Hardy*. Following a service of dedication, there was a fly-past by 771 RNAS Culdrose and the lifeboats slipped their moorings to take a number of guests afloat.

Lerwick thanks

RNLI Chairman David Acland presented Captain Norman Leask, pilot of the Coastguard helicopter which rescued 10 men from the freighter *Green Lily* last November, with a collective Thanks of the Institution on Vellum on 23 August. Capt Leask accepted the vellum on behalf of co-pilot David Gribben and winch operator Paul Mansell.

A special posthumous vellum was presented to a representative of Mrs Deacon, widow of Bill Deacon, who was lost during the service.

Sir Michael Vernon, ex-chairman and after whom (and his late wife) Lerwick's lifeboat is named, presented service certificates to the Lerwick lifeboat crew.

Art awards

Students who took part in the recent British Design and Art Direction annual Student Awards went overboard for the poster category, which this year featured the RNLI.

For the entries in the category, depicting the RNLI's 175th anniversary, were the second highest out of all 19 categories in this prestigious competition.

First prize went to Chris Thompson and Paul Campbell of West Thames College, Isleworth, for their spectacular monochrome rough sea with a distress flare in the distance and the caption, 'We'll be celebrating our 175th birthday in the usual way'.

Barmouth's lifeboat named

The dedication and naming ceremony of Barmouth's new D class took place at Barmouth Quay on 16 May attended by a good crowd of local people and visitors.

The warm and sunny morning began with singing from pupils of local school, Ysgol y Traeth, followed by music from Harlech Town Band.

Barmouth president, Lt Cdr R. M. Richards, opened proceedings and Anne Williams, regional manager, described how the money was raised to buy the lifeboat. A sponsored walk by area managers, Richard Polden and James Bradbury, along Offa's Dyke raised the bulk of the cash but a sponsored walk by the children of Barmouth crew raised around £700.

Anne then handed the boat into the care of Col Colin Walker, the station honorary secretary. Glenda Williams, an RNLI honorary life governor and lifelong fundraiser, named the lifeboat *Pilgrim* using the traditional bottle of champagne.



Model fleet



RNLI Chairman David Acland presented a detailed model of a Trent class lifeboat to William O'Neil, Secretary-General of the International Maritime Organisation, during a recent visit.

The model of Great Yarmouth and Gorleston's lifeboat, *Samarbeta*, has been put in the display on the ground floor of the IMO offices along with the other boats in the 'model fleet' and has already received many admiring comments.

The collection is now becoming quite large and represents many types of craft that have appeared over the last 50 years. The recent addition will ensure that RNLI lifeboats are well represented.

Photo competition

The RNLI is keen to acquire exciting images of lifeboats in action – and more particularly, the casualties they rescue – to display on its stand at the London Boat Show in January 1999.

The PR department has decided to hold a photograph competition which is open to any crew member, station official, branch member or supporter who would like to enter. The first prize will be £250 of photographic equipment to your station – or station of your choice if you are a supporter. In addition, any individual entrant whose photograph is used on the stand will be sent two free tickets for the London International Boat Show at Earls Court. When the photographs have been used as stand graphics, they will be provided for display at the station.

The competition has five category prizes: 'Those in peril' – people shots of survivors, 'The volunteers' – crew members in action, 'The foaming deep' – rough and stormy seas, 'Camera, action' – action shots of lifeboats at sea and 'The shout' – shots of casualty craft.

Send your entries to: Photo Competition, RNLI, West Quay Road, Poole, Dorset BH15 1HZ by Friday 30 October 1998.

Entries should be in the form of a copy print, placed in a envelope with your name, address, phone number and the category you wish to enter. This print will not be returned. The original negative or transparency will be required if the photograph is selected. For full terms and conditions of entry please contact the RNLI PR department on (01202) 663000.



Capture an image like this one of Fishguard's Trent by Rick Tomlinson and you should be in with a good chance!

New card deal



To support the re-launch of the Lifeboats MasterCard, with no fee and an APR of only 19.9%, The Royal Bank is promising to double initial donations from £5 to £10 for the next 2,000 cards issued.

Also, the Royal Bank has announced its wish to use a large proportion of the funds raised over the last eighteen months to support the Crew training appeal, in particular the funding of a mobile training unit for three years.

Applying for a card is easy, you don't need to be an account holder with The Royal Bank of Scotland or an RNLI member. Full details can be found on page 41.

Simulated shouts at Sennen



One of the most frequent requests to the RNLI's PR department is 'Can you arrange a trip on a lifeboat?' Sadly, the answer has to be 'no', since lifeboats are emergency vessels and need to be in constant readiness to launch.

But now there is an opportunity for everyone to experience a 'shout' with Sennen Cove lifeboats. The station's Mersey and D class have worked with Land's End in the making of 'Air Sea Rescue Alert', a simulated rescue attraction.

Authentic in detail, this simulation is no mere fairground ride but an excellent way of allowing the public to experience at close hand what is involved in being a member of a lifeboat crew.

Sennen coxswain, Terry George, officially opened 'Air Sea Rescue Alert' in June (pictured

above left) and in the audience for the 'premiere' were crew members, coastguards and Royal Navy helicopter crew who star in it.

From the moment the doors open, there is a feeling of being inside an RNLI boathouse – even the crew's kit hangs in a locker. In the pre-show area, television screens show the lifeboat crew going about their every day jobs. Then, a fisherman is taken ill on board his small boat. He manages to alert the Coastguard before collapsing. The Coastguard alerts the lifeboat and helicopter crews, and they all drop what they are doing to race into action – the lifeboat station doors swing open, and the audience is invited to 'proceed to the boathouse'.

Once the audience is seated within the 50-seater 'lifeboat' capsule (pictured right), the doors of the boathouse swing open to reveal the sea and the slipway and the virtual lifeboat launches into the Atlantic.

All the right sounds and movements are there as the audience heads, with Terry and his crew, towards the casualty. Sennen's D class is keeping pace alongside and overhead, the RNAS Culdrose helicopter is making its way to the scene.

During the seven minute sequence, the audience is on scene as the

fishing vessel is located and first-aid rendered to the fishermen. He is then strapped into a stretcher and winched on board the helicopter. The closing sequence reminds the audience that the RNLI has saved another life, and appeals to them for support.

Land's End has been a great friend to the RNLI through the years. The Oakley lifeboat, James & Catherine, and a D class are already on display there, and RNLI collecting boxes alongside have been yielding around £7,000 a year.

Half a million visitors are expected to pass through Land's End this year, and with new collecting boxes lining the exit route from 'Air Sea Rescue Alert', the Land's End & John O'Groats Company is confident it will be boosting future donations considerably.

Land's End is open from 10am daily except Christmas Day. Sennen Cove lifeboat station is just a few miles away and is also open daily.



NEWS

Jeremy Paxman eat your heart out!

As part of the RNLi's programme to improve its coverage in the media, a new one day training course for station honorary press officers, station honorary secretaries and publicity officers from branches and guilds has been trialed this year.

In March Georgette Purches, deputy head of PR, invited volunteers from Avon, Somerset, Cornwall and Devon to two venues, to complete a one day workshop with media consultant Chris Kelly, a former journalist, news editor and owner of 2CR radio in Bournemouth.

In June, Chris and Georgette toured Scotland, inviting volunteers to three venues in Edinburgh, Inverness and Glasgow. A total of 72 people attended, with 32 being given intensive interview training.

Georgette says, 'Not only were the press and publicity officers given thorough and entertaining lectures on the tricks of the trade of putting out information, but they were then given tips on how to handle media enquiries – both friendly and hostile! They were then given practical interview training, with their efforts being recorded and replayed to the assembled company. Chris Kelly, although charming off camera and a far kindlier version of Jeremy Paxman, has learnt a great deal about the 'wrinkles' of the RNLi and did not pull his punches, giving the interviewees a very tough test. Although the participants found this nerve-racking, their performances were superb! I would have no qualms in putting any of them forward for interviews.'

Lifeboat Stations Open Day

Thanks to all the crew members, shorehelpers, branches and guilds and supporters who helped make the RNLi's national lifeboat stations open day a success. The event, held on Saturday 27 June, gave the public a special opportunity to visit most of Institution's 222 lifeboat stations throughout the UK and Republic of Ireland, talk to the crews, look over the boats, and watch crew members put the lifeboats through their paces.

'The training was organised to help volunteers understand the need for increased media coverage and how to achieve it. The RNLi will not be able to compete for attention in the media unless its volunteers help – getting the attention of local journalists when a lifeboat launches, for instance, can only be done at a local level. This sort of publicity obviously has the knock-on effect of helping branches and guilds when they want to raise money, otherwise the public begin to say 'well what do you do?'. Lets face it, to most people, if it wasn't on the TV last night, it didn't happen!

'What does the future hold? The training is certainly a winner and discussions are now taking place about it future. The first coxswain to take part, John Stewart from Campbeltown, told me that it was high time that coxswains, who often face the media, were given training. John himself, after training, which he completed most successfully, said that although he'd much rather be a sea in a gale, he felt much more confident about handling interviews.'

Arctic Cycle Challenge Completed

Competitors who took part in the 1998 Arctic Cycle Challenge have returned home safely from their gruelling cycle ride which started from Tromso in Norway and finished up in the northernmost part of Europe, Nordkapp.

Between 18 and 16 July the challengers covered over 450km of Arctic Highway, riding through stunning scenery in stages of some 90km a day and then camping out at night.

In spite of pouring rain, strong headwinds and worst of all, hordes of mosquitoes, competitors enjoyed each other's company and felt a wonderful sense of achievement of eventually arriving at their destination.

The journey also included a visit to one of Norway's lifeboat stations which everyone found very interesting.

The object of the event was to raise money for the RNLi and all competitors had undertaken to raise at least £2,000 each. The total money raised so far is over £50,000, with more due in over the next few months.

One thing remains clear for all the participants, the Arctic Challenge 98 was a challenge - coming to terms with personal limitations in strength, endurance, character or personality and enabling lasting memories to those who came, who saw and who conquered.



Cyclists gather round the camp fire



Another day, another 90kms!



Flying the flag - Chris O'Neill of Padstow crew 1 mile from Nordkapp.

RAIN LATER, GOOD

ILLUSTRATING THE SHIPPING FORECAST

Peter Collyer



175 years
of saving lives at sea
A celebration sold in support of the RNLI

• SEA AREA • FORTH •

FORTH

Where would I be without the Ordnance Survey Landranger maps? They have constantly proved a good starting point for finding my way around an unfamiliar area. The amount of detail, particularly the minor roads, footpaths and contour lines are perfect for identifying suitable subjects and view-points for pictures. Armed with maps 59, 66 and 67 I travelled in search of a good view of the Forth estuary.



In the top left corner of map 67, *Duns Dunbar & Eyemouth*, at about 2.5 km offshore is Bass Rock, which I had identified as a possible subject for the painting in this sea area of Forth. The rock is a volcanic plug projecting 115 m out of the sea – all that remains of an eruption after the cone of ash has eroded away. This particular example is only one of several that are a feature of the

landscape around the Firth of Forth. Close by is another, the impressive North Berwick Law which at nearly twice the height is visible from almost anywhere along the Firth. Probably the most famous of these volcanic outcrops is Arthur's Seat in Edinburgh.

Overlooking the shore, next to the village of Auldham, the map indicates the ruin of Tantallon Castle and a lane off the main road leading through a wood to a beach between two rocky outcrops with unusual names, *The Gegan* and *St. Boldred's Boat*. I have found

through experience that many castle sites marked on maps in reality amount to very little. Not so Tantallon, which is a very impressive ruin.

The sunset pink sandstone walls were a striking sight as I approached from the south. Off a little to the right in the middle distance was Bass Rock

• 32 •

The words are evocative. They are part of our cultural heritage. Mention the Shipping Forecast and most people will be able to reel off a short list of sea areas – Dogger, Fisher, German Bight ... Celebrity guests on radio's *Desert Island Discs* have been known to ask for a recording of it to take with them to their island; stranded so far away, the words will magically remind them of Britain and of home.

The places are real. Unfortunately, however, for most of us the Shipping Forecast remains just a list of names. *RAIN LATER, GOOD* changes this. Brilliant and detailed paintings by Peter Collyer offer a series of images which will help conjure up the locations. Extracts from his idiosyncratic diaries provide more insight and information.

Collyer manages through his diary entries to demystify the forecast, to introduce us to the people who live and work in the places mentioned, to pass on snippets of esoteric, but interesting information, to tell of what the traveller might find in the place and to convey a real feeling of being there. The beautiful paintings which come from his travels truly capture the spirit of the places.

RAIN LATER, GOOD consists of 44 superb reproductions of Peter Collyer's intricate watercolour paintings of the regularly mentioned sea areas and coastal stations. The accompanying text is illustrated with numerous hand drawn sketches made during his expeditions to these often wild places on the edge of our islands.



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L 09/05

Three saved from grounded yacht in rough conditions



The three crew members aboard St Bees' Atlantic earned a letter of thanks from Michael Vlasto the RNLI's Chief of Operations following a difficult service to the yacht *Supertramp* which was aground in the entrance to Whitehaven Harbour in a near gale from the west.

The yacht had been on passage from Whithorn in Scotland to Whitehaven when her skipper misjudged the state of the tide at her destination and she grounded in the entrance to the harbour. With a westerly Force 7 blowing she was in danger of breaking up, and had her crew been washed overboard they would have been in grave difficulties.

The lifeboat station was informed of the situation at 1452 on 5 May 1998 and the Atlantic 75 *Percy Henry Patmore* MBE MM was launched a little over ten minutes later for the seven mile passage to the casualty.

At 1522 the lifeboat arrived at the scene to find the yacht well aground in very shallow water and bumping heavily on some rocks. The Coastguard ashore had managed to get a line to the vessel to prevent her being driven further ashore, but there was a great danger that her three crew might be washed overboard by the breakers.

The lifeboat was grounding repeatedly, but by putting both engines in the full 'tilt' position helmsman Malcolm Cavanagh was able to reduce the draft enough to get the Atlantic between the

yacht and the sea wall, to leeward of the casualty.

Manoeuvring with the engines fully tilted was extremely difficult, but once in position the crew were able to help the three survivors aboard the lifeboat and take them ashore.

With the crew safe, the lifeboat returned to the yacht and was able to refloat her on the rising tide and bring her into the harbour.

The Atlantic was damaged by the continual pounding on the rocks and both engines also suffered in the encounter. As it would have been unwise to return by sea the lifeboat was recovered at Whitehaven and taken back to her station by road using the tractor and trailer. She was repaired at St Bees and put back into service later that night.

The lifeboat

Atlantic 75 B719

Percy Henry Patmore MBE MM

The crew

Helmsman Malcolm Cavanagh

Crew members Alan Sewell

and Raymond Wilkinson

(above and near right) The lifeboat manoeuvres alongside *Supertramp* as she pounds on the rocks in a Force 7.

(far right) A crew member from the yacht is helped ashore from the lifeboat.

Photos: The Whitehaven News



LIFEBOAT SERVICES

Fire aboard Spanish cargo vessel

Lifeboats and their crews are often called on to work with the other emergency services and that includes the Fire Service when their work takes them beyond the range of their land-bound appliances.

Margate's Mersey *Leonard Kent* was involved in just such a service on 20 June 1998 when she was called out to stand by *Paris*, a Spanish-registered cargo ship which had a fire in her machinery space.

Although not a dramatic service the lifeboat and her crew were still at sea for more than five hours following a 1527 launch at the request of the Coastguard, and their presence was invaluable.

After a 30-minute passage to the ship the lifeboatmen found her anchored and 'dead' with visible heat damage to her funnel and the surrounding accommodation. The only radio communication was with the pilot on a hand-held VHF set, enabling contact to be established with London Port Control and a tug despatched.

The ship's CO₂ extinguishers had been discharged, although it was not certain that the fire was out, and the lifeboat stood by until a fire crew had been brought out by helicopter. Once the firefighters had ensured that the fire was out and a tug had arrived the Mersey was able to leave the scene – taking the firemen ashore and landing them at Margate.



(above) Satisfied that the fire is out firefighters disembark from *Paris* ready for their six-mile trip to Margate aboard the station's Mersey



Parachutist saved – with dry feet!

Clacton lifeboatmen were involved in a most unusual service on 27 June, when they rescued a young woman parachutist while she was still airborne!

The station's Atlantic 21 was called out when a speedboat towing an airborne parachutist capsized and sank in Martello Bay.

Lifeboatmen Dave Wells, Mathew Harrison and Tim Sutton were on the scene within minutes of the 1324 launch and found that the driver of the boat had already been picked up.

However although the boat had sunk, the towing line to the parachutist was still attached – and the strong and gusty SW wind was enough to keep the parachute 6ft to 12ft in the air!

The lifeboatmen positioned the Atlantic under the parachute and at the first opportunity

grabbed the pair of legs dangling above them. Trying to haul the young lady down against the lift of the 'chute was far from easy, but eventually they managed to bring her down into the Atlantic.

Now all they had to do was hold her down to keep her in the boat while disengaging her harness – a task which they eventually managed – allowing the parachute to fly away, deflate and eventually drop back into the sea.

The crew came ashore smiling broadly at their new experience, bringing with them a very relieved young lady who, although wearing a buoyancy aid, was a non-swimmer and who had definitely not been looking forward to the prospect of a ducking!



LIFEBOAT SERVICES

Tragedy as five are swept overboard from charter yacht



A short but difficult search for survivors from a yacht which had been knocked down in the entrance to Tynemouth harbour has earned three of Tynemouth lifeboat's crew letters of thanks from the RNLI's chairman and the remaining two crew members letters of appreciation from the Director.



(right) This dramatic shot, a 'grab' from a video, shows the immense seas running as *Signature* enters Tynemouth Harbour. The pier visible in the photo is on the south side of the entrance, which is directly astern of the yacht. Note the breaking sea about to overtop the pier to the right of *Signature*.

The 45ft yacht, *Signature*, had been on a corporate hospitality trip on 3 April 1998 and was knocked when down returning to the harbour in the early afternoon.

Although the wind had dropped to Force 3 from the east it had been blowing at around 55 knots throughout the previous night, and the swell running in to the harbour against the ebb stream was so spectacular that people had gathered to watch it pound against the piers. Seas around 35ft high were breaking across the whole width of the harbour entrance.

Tynemouth's *Arun George and Olive Turner* slipped her moorings at 1313, only six minutes after the Coastguard alerted the station, deliberately sailing one man short because of the urgency of the situation. More valuable time was saved by Mechanic Kevin Mole, who took command initially, taking the lifeboat across the river to pick up Coxswain Martin Kenny from the Pilot Jetty.

Five people had been swept overboard from the yacht during the knock-down, but by the time the lifeboat arrived two had been picked up.

Three more were still unaccounted for, and the people aboard the yacht were pointing in the direction of the harbour mouth.

Working through the huge breaking swells with everyone either belted in or clipped on the

Arun searched towards and past the entrance, finding nothing. She had just turned to recover the ground when the harbour authority radioed to say that three bodies had been sighted some 400 yards to the NE of the north

pier head. Turning back out to sea the crew quickly spotted them – two apparently motionless and the third swimming weakly. All three were recovered, although crew members had to position themselves outside of the guard rails and use the violent rolling of the lifeboat to help get them aboard.

Two had no vital signs and the crew began immediate resuscitation procedures. The third, the weak swimmer, was found to have such a severe head wound that his skull was visible.

Immediate evacuation was needed, and fortunately an RAF helicopter arrived almost at that moment. Running back to the pier heads at 10 knots the motion was so violent that Coxswain Kenny feared for the safety of the men on deck and, after three abortive attempts to put a winchman aboard, the manoeuvre was delayed until within the relative shelter of the piers.

Even here Coxswain Kenny needed to use full helm and maximum engine power to prevent the lifeboat broaching in the huge following seas, but eventually – about 300 yards inside the harbour – the conditions moderated enough for the winch man to be put aboard. The injured man was then lifted off and flown to hospital.

The crew continued their resuscitation attempts on the remaining casualties while the lifeboat headed for shore at full speed - arriving at 1338.

Unfortunately it took 20 minutes for an ambulance to arrive – none having been available locally – and as the remaining six crew members from the yacht had now been transferred by police RIB to the lifeboat the atmosphere aboard was extremely tense and emotional.

Eventually the two remaining casualties were transferred to hospital but sadly, although the crews' efforts had given staff at the hospital a glimmer of hope, they did not survive.

The Lifeboat

Arun class 52-13

George and Olive Turner

The crew

Chairman's letter of thanks:

Coxswain Martin Kenny

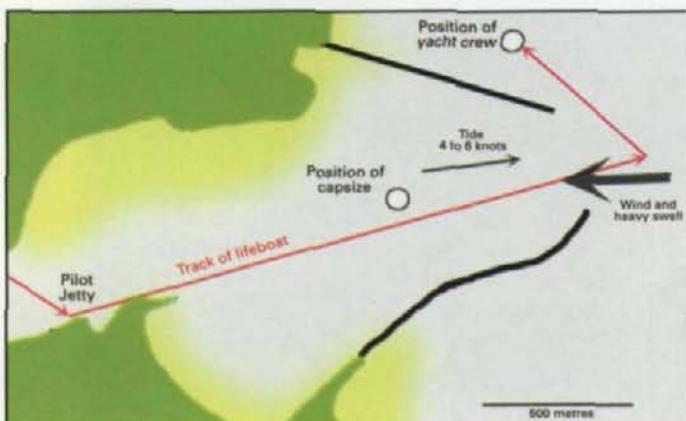
Mechanic Kevin Mole

Crew Member Edwin Chapple

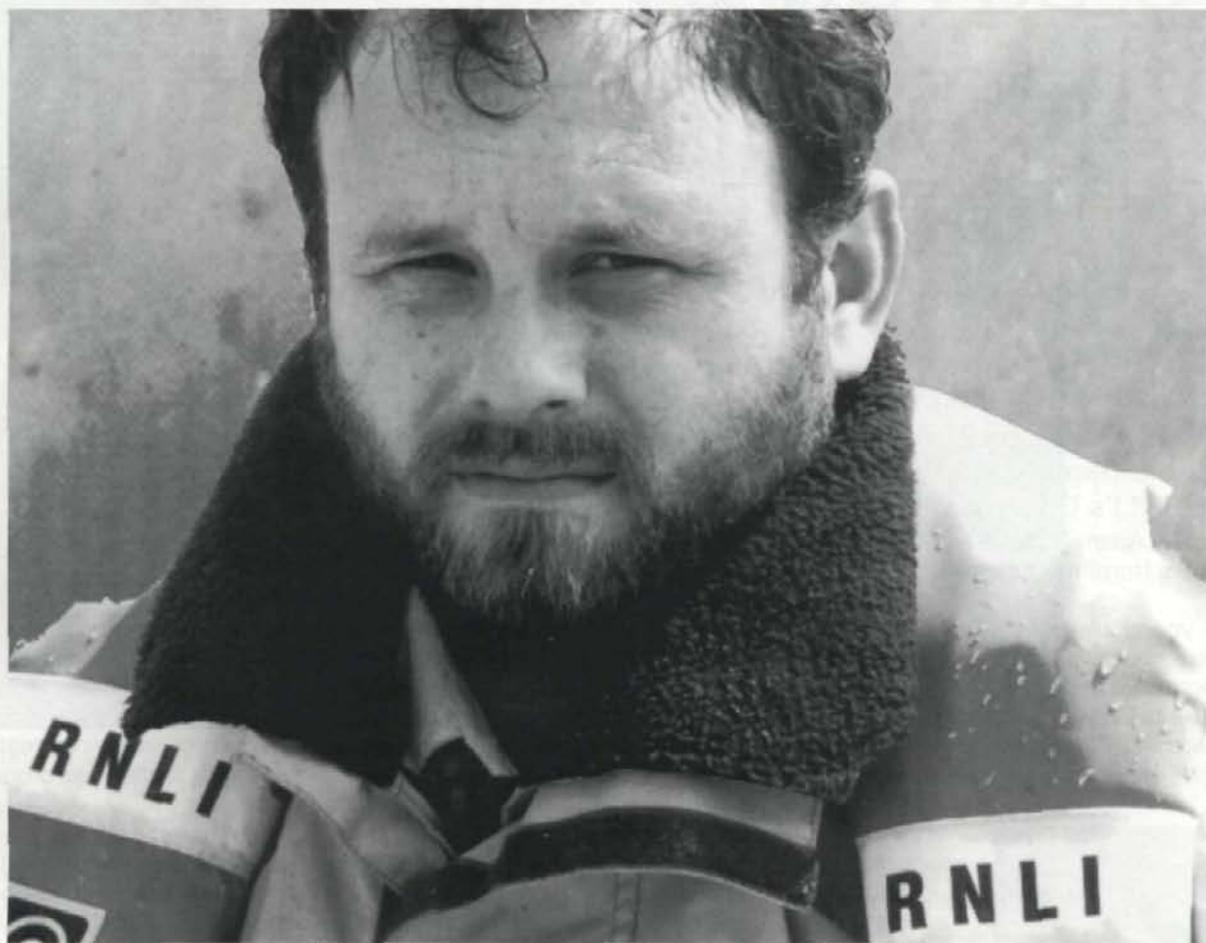
Director's letter of appreciation:

Crew Member Michael Nugent

Asst Mech Geoffrey Cowan



He'll face 30ft. waves, blizzards, force 9 gales and sub-zero temperatures.



Andy Huggett: 2nd Coxswain and Deputy Mechanic, Eastbourne lifeboat.

Photography: Murray Langton.

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LJ8/8


Lifeboats
Royal National Lifeboat Institution

Two saved by brothers and lifeboat

The quick thinking of two young men who were about to take a swim in the Teign estuary undoubtedly saved the life of at least one of two people who were thrown into the water when their small outboard-powered boat capsized on 21 August last year. Their actions led to a framed letter of thanks from David Acland, the RNLI's Chairman.

Crew member Adam Truhol of Teignmouth lifeboat also received a letter of thanks from the Chief of Operations for his part in the rescue.

The two young men, brothers Luke (19) and Daniel (17) McCarthy were about to take a swim in the estuary at 2030 when Luke saw a small boat capsize and sink, throwing one of the two occupants into the water while the other scrambled aboard a moored boat.

Quickly fetching Daniel and the oars for their 11ft dinghy they rowed out towards the man on the boat. By hugging the shore they were able to make use of a back-eddy until they were ready to pull out into the strong spring tidal stream – which was running at 5 or 6 knots – and be swept down to the first man.

Taking him aboard their dinghy they continued down-tide to search for second man – finding him clinging to the mooring chain of another boat and obviously in distress and tiring rapidly.

As the brothers rowed towards him he let go and disappeared, but Daniel was able to grab his arm and take him round to the transom of the dinghy.

As there were already three people in the small boat the man could not be brought aboard so Luke began to row towards Shaldon beach with him

hanging on to the transom.

Teignmouth's Atlantic had arrived by this time, but with the strong tidal stream sweeping through the crowded moorings she was having great difficulty manoeuvring – eventually fouling her propeller on a yacht mooring.

Once she had been extricated from the mooring the Atlantic moved in to pick up the man in the water at the stern of the dinghy, crew member Adam Truhol going in to the water to help him as he was too exhausted to help himself.

In the process of getting the man aboard Adam lost contact with the lifeboat and was swept away downstream.

However the two brothers, now freed of the weight of the casualty on their transom, rowed quickly after him and, with Adam now hanging on to their transom, began to make for the slacker water on the Shaldon side of the river.

The lifeboat joined them there and picked up both Adam and the 'dry' casualty before landing the two survivors at Shaldon and returning across the river to her station.



A funny thing happened on the way to a shout.

Richard Pearce, Silver medal winning helmsman of Brighton lifeboat, certainly knows all about the serious (and often hazardous) side of lifeboat work – but what about those incidents that Richard couldn't help remembering without a smile on his face...



Beep! Beep! Beep! said the pager at 2:30am. My wife and I shot out of bed in has become a well rehearsed plan. She grabbed the car keys and ran out of the front door in bare feet (and almost bare everything else!) whilst I shrugged into 'woolly bear' which hangs by the bedroom door, taking very good care to tuck everything in before pulling up the zip and running out into the street.

I just had time to notice a very bemused taxi driver watching our antics from across the road,

before jumping into my car, the door of which was held open by my wife who had started the engine and also cleaned the windscreen, as I drove into the night. My wife made her way back indoors only to hear the taxi driver call out 'What's the matter luv – had to throw 'im out 'cos the old man is coming home early?'

Perhaps it was because of this that she decided to come with me on the next night call out, so it was while I was driving that we heard over my radio scanner our 'customer', a 'yachty', giving his compass bearing to Brighton Marina.

'Quick' I said to my other half, 'Write down his reciprocal'.

'His what?' was the reply.

'His reciprocal bearing', I said 'Just add 200 and take off 20'.

And so, it came to pass our gallant lifeboat crew set off into the dark night with one of their crew clutching a vital piece of paper upon which was written the bearing for us to find this desperate, unfortunate, seafaring wretch. I carefully opened the note and instructed the coxswain to ste

Half the power - but the job's still done

Callum Couper of Fleetwood lifeboat station reflects on the more run-of-the-mill work carried out by lifeboats around the country. Never headline news, but nonetheless essential...



While some of the RNLi's services are carried out in extreme weather conditions the majority are more 'routine' but still require proven and reliable equipment in addition to a high level of seamanship and dedication from the lifeboat crews.

One such service was undertaken by *Helen Turnbull*, the relief Waveney on temporary station duty at Fleetwood in February 1998.

Before 1989 Fleetwood had a permanent Waveney, *Lady of Lancashire*, so there was a degree of nostalgia when *Helen Turnbull* replaced our Tyne which was one of those withdrawn for engine modifications. The Tyne is a far more comfortable boat for the crew, but the Waveney is superbly responsive and is known as a 'real coxswain's boat'.

(left) *Helen Turnbull* brings *Bridget Carmel* into the Fleetwood Channel as the light begins to fade.

At 0850 on Tuesday 3 February *Helen Turnbull* slipped her moorings under the command of Coxswain Chris Hurst to go to the assistance of the Irish trawler *Bridget Carmel* which had fouled her propeller some 16 miles south-west of Fleetwood.

With light westerly winds and a calm sea *Helen Turnbull* cleared the Fleetwood channel at full speed and set a course for the reported position of the casualty.

As she passed the Lune Deep radio contact was made with the trawler and a bearing obtained with the VHF radio direction finder. At 0930 the casualty's position was confirmed by radar and the coxswain asked *Bridget Carmel* to prepare her own lines in readiness for the tow to Fleetwood.

Arriving at the scene at 1005 the calm conditions allowed Coxswain Hurst to position the lifeboat under the bows of the 125ft trawler to

take the tow line.

Helping relatively large trawlers is a quite common occurrence at Fleetwood, although normally with the larger Tyne class lifeboat.

In this case the relief Waveney had only half the Tyne's power, but the task was nevertheless carried out very effectively and by 1335 the lifeboat and casualty were at the Fairway Buoy at the seaward end of the Fleetwood channel.

The tide was now running at some 5 knots, so Coxswain Hurst shortened the tow and stemmed the stream to wait for high water before entering the two-and-a-half-mile channel to the docks.

Bridget Carmel was berthed in the fish dock at 1530 where divers spent six hours clearing her fouled propeller.

The service completed *Helen Turnbull* returned to station where she was refuelled and ready for service again at 1645 - some eight hours after the initial call.

course not all calls happen at night and one day lazy summer afternoon, whilst sunbathing in the garden, the peace was disturbed by my pager. Snapping into the motor, I set off towards the marina.

As I gathered a little speed, I felt a strange presence - as though I was alone. A moment later I was sure that I heard the rear seat creaking. I picked more speed all hell broke loose as next door's cat leapt on to my shoulder and dug its claws into my arm. At first I didn't know what had happened but turning my head I found myself eye to eye with one-and-a-half stone of terrified moggy.

Neither the bump at the cross roads, nor the hairpin curve into the marina could dislodge those long and painful claws and it was only when I stopped at the boathouse that it decided to hide back under the seat. The cat was only a quickie and I was able to soon return the animal back into next door's garden without further incident - making sure this time not to leave my car window open.

The trouble with pagers is that your mind suddenly switches off whatever you were doing and goes totally in to lifeboat mode and so this

was the case when driving my taxi along Brighton sea front at 2:00am with a chap in the back who had fallen asleep.

The lifeboat call was a long one which involved trying to tow a 40ft yacht with its rudder jammed hard over to port off the rocks and into the marina.

It was after putting our boat away and a few cups of coffee that one very amused crew member noticed that my customer was still fast asleep and upon further inspection his normal taxi £3.50 taxi fare was still ticking over at £28!

Carefully getting into the car without waking him I drove him to his road. 'Which house is it mate?' giving him a gentle shove.

'Eh - eh - oh, here please driver'.

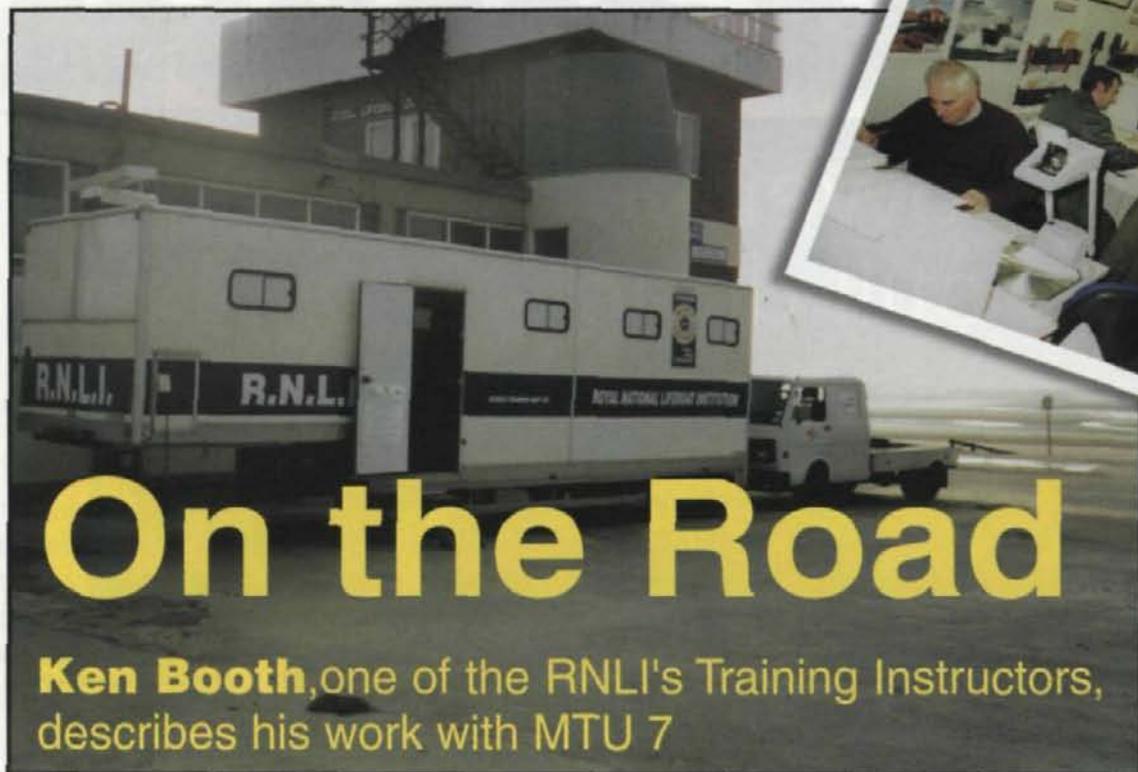
'That will be £3.50 please', I said (I had already turned off the meter).

As he paid me I could see he was slightly confused by just how bright the night sky was becoming.

'What time is it?' his sleepy voice said. 'Just after 5.30am mate'.

He started off towards his house looking first at his watch and then at the sky, I hurriedly drove away.

This piece first appeared in *Riblines*, the newsletter of the British Inflatible Boat Owners Association



On the Road

Ken Booth, one of the RNLi's Training Instructors, describes his work with MTU 7

(left) MTU 7, the largest and newest of the RNLi's mobile training units ready for action outside Rhyl lifeboat station. (above) ... while on the other side of the Irish Sea the crew of Courmacsherry lifeboat complete a chartwork exercise

Mobile Training Unit No. 7 (MTU 7) is one of eight RNLi mobile training units which are dedicated to providing training for lifeboat crews at their own stations. The units vary in size from a small van (MTU 8) to large mobile classroom units like MTU 7 and each has a specific role to play.

As their 'beat' is the whole of the UK and the Republic of Ireland they are very fully employed and are only rarely seen back at their base at the RNLi's Poole Training Centre.

At the base the co-ordination of the units' station visits is carried out under the direction of the RNLi's Training Officer (Operations) Dan Nicholson, and careful co-ordination is needed on two counts. First to avoid 'overkill' at stations with MTUs queuing up like number nine buses and second to give First Aid its necessary priority - first-aiders have to revalidate their certificates every four years. The arranging of actual dates and all local liaison is in the hands of the individual instructor, who is also the driver.

The Work of MTU 7

MTU 7 is the navigational training unit,

which is not only the largest in the fleet but is also the newest, having been commissioned in July 1995.

The unit's visit to a lifeboat station allows for 24 hours of teaching time, usually completed in three-hour sessions spread over eight nights. If necessary courses are also run during the afternoons to cater for shift workers.

The arrangements are of necessity very flexible, for it has to be remembered that the students are not only volunteers but have often put in a full day's work before attending instruction.

The training syllabus is divided into three main parts.

Part one is paper chart navigation, which includes such subjects as charts, buoyage, magnetic compasses, tidal work and plotting. The aim is to give crews a good grounding in the craft of coastal navigation and to aid their understanding of what the electronic kit aboard a lifeboat provides.

Part two covers the use of the integrated electronic systems now found aboard a modern lifeboat and covers Global Positioning System satellite navigators (GPS), electronic chart navigation systems (Laser Plot) and the Racal Decca Bridgmaster Radar.

The third section covers Passage Planning and is an optional extra for senior

crew members. The object is to enable Coxswains and others to receive advice on the safe planning of longer passages, such as those a lifeboat might make when moved from station to station or to a boatyard for refit.

The courses now culminate in an evening navigation exercise at sea - an extremely popular item with students which helps to underpin all learning and enables them to have real hands-on experience.

MTU 7 only visits all-weather lifeboat stations, which have a habit of being tucked away in tight corners of towns and villages. Many present a real challenge for the training units, especially the larger ones, to reach as they are often located in isolated or cramped locations down narrow streets and roads. On occasion training has to be carried out away from the station, and locations have included car parks, police stations and dock estates.

In one extreme case the ferry across to the isolated island of Arranmore in County Donegal was too small to take the unit. All available kit was packed into the tractor unit and the training was carried out in the station's crew room on desks which had been borrowed from all over the island! Fortunately the electronics side could be carried out on the stations afloat Tyne.

Fame came to MTU 7 while it was in Wales earlier this year. A visit to Rhyl in May coincided with a visit to the station by the RNLi's President HRH The Duke of Kent, who also made time to visit the unit. This was the Duke's first visit to an MTU and he expressed great interest in the concept and the way that training was being carried out.



(left) The MTU would not fit on the ferry to Arranmore and training had to be carried out on the lifeboat. Nora Flanagan is seen getting to grips with the electronics.

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A day in the life

of a DI

Jon Jones, *The Lifeboat's* editorial assistant, looks at the work of George Rawlinson, Divisional Inspector (DI) of lifeboats for the South ...



The title 'inspector' had always caused me to form a mental image in my head of someone looking very stern, wearing a uniform and wielding a notebook and pencil. I soon found out that this was certainly not the profile of a lifeboat DI – inspections were just part of it...

When I first caught up with George, he had already done hours of travelling and a day's inspection at Appledore – it was now evening and a launch exercise had been arranged at Padstow lifeboat station.

The boathouse, which lies at the bottom of 100ft cliffs on Trevose Head, operates a slipway launched Tyne. After I was kitted out in wet weather gear, I hung on tightly and experienced the thrill of the lifeboat hurtling down the 240ft slip into sea. Heading seaward, conditions became pretty choppy and my camera was already getting soaked so I decided to head for

cover. Down in the wheelhouse George was setting a number of tasks for the crew starting with a laser plotter exercise.

A marker buoy was thrown overboard and Coxswain Alan Tarby took the lifeboat out of visual range. A search pattern was produced using the plotter which

was followed for an accurate location and recovery of the buoy. This exercise was repeated several times to let other crew members gain further experience. Next, a course was set further seaward to let other crew members have some time at the helm while George discussed the lifeboat's performance and her equipment with Alan and Mechanic John Alldridge to make sure that everything was in order.

Later, the crew performed a man overboard and stretcher recovery drill. I was offered the honour of going over, but luckily a crew member volunteered.

However, I could tell by the grin on George's face that I had just bought some time, and was going in the soup at some stage over the next few days! Picked up using the recovery net, the

role-playing victim was carefully carried into a stretcher, strapped in and taken below to the survivors' area – everything was faithfully recreated except he seemed to be enjoying it all too much!

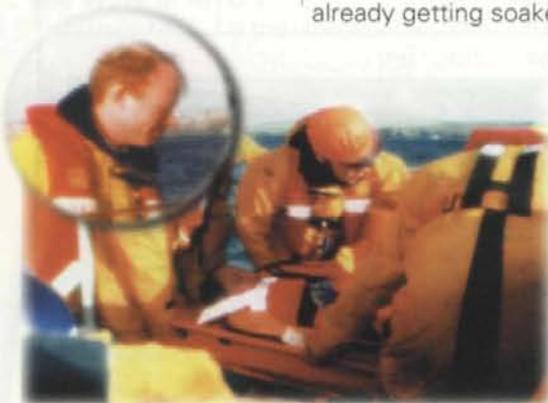
The journey back to the station was quite bumpy – there was plenty of spray and my camera had certainly seen better days – sadly I was unable to get any shots of the lifeboat being recovered up the slip.

Meanwhile, back in the boathouse, an eager army of shorehelpers prepared to wash down the lifeboat before the crew meeting.

Above – Bude lifeboat crew and the divisional inspector return from a lively exercise in the surf.

Right – Padstow's Tyne class lifeboat, James Burrough

Below – Keeping a watchful eye on the stretcher recovery exercise at Padstow.



Before the crew briefing, George wrote his report, checked the accident book and any outstanding business. Thanking everyone for giving up their time for the exercise, George reported that he was very happy with how everyone 'shaped up'. He then briefed the team on the new fast slipway lifeboat (FSB 2) which will be replacing the Tyne at Padstow and advised about necessary alterations to the boathouse. Following a number of questions and suggestions from crew, everyone met up at The Ship Inn for less official discussions...

A couple of days later I met up with George and Andrew Woods, Divisional Engineer (DE) for the South, in glorious sunshine at Bude lifeboat station. When schedules allow, a DI and DE will do a four-monthly inspection at a station at the same time – with the DI responsible for the boat and crew and the DE for the boat's engines, launching equipment and tractor.

George and Andrew began their inspection by checking the station's D class, boathouse and tractor from top to bottom including lifejackets,

first aid kit, tool kit, flares, fire extinguisher, supplies – and practically everything else I could think of. Hours ticked by but when they were satisfied all was in order the lifeboat was launched on exercise. She was taken down a narrow ramp into the busy slipway which led from a canal lock into heavy beach surf.

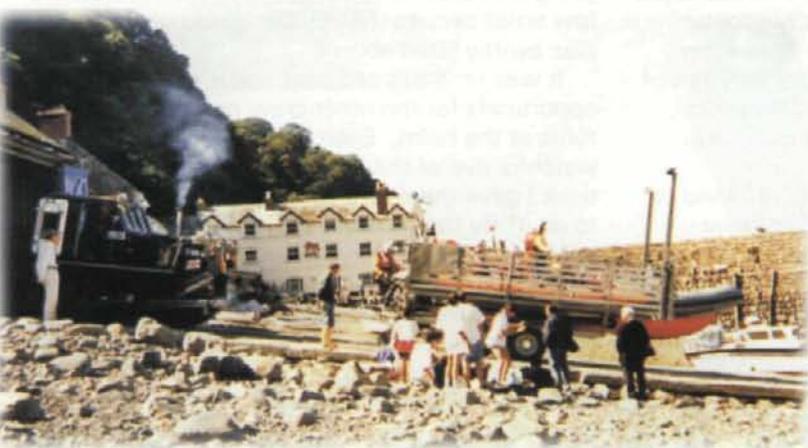
Although I could not join the crew on the D class (as conditions were too rough for a landlubber such as me), I had the opportunity to take some photos from the breakwater while a number of exercises were carried out including coastal recognition and search and recovery. When the lifeboat was returned, refuelled, washed down and re-housed George and Andrew set about their paperwork.

As it was a warm evening, the crew decided to hold their meeting in the beer garden of their local hotel and after introductions the DI and DE reported that they were pleased with what they had seen during the day. George spoke about developments at Bude's flank station, Clovelly, and answered any questions raised. Following discussions on local fundraising activities and finalising details on their lifeboat week, the meeting was closed and a fine evening was had by all.



Above – George begins his thorough inspection of Bude's D class lifeboat while Andrew Woods (inset) takes a wire brush and some WD-40 to the fire extinguisher.

Left – Launching of Clovelly's lifeboat arouses the interest of villagers and tourists.



Adventures of an 'emmett'



...off bright and early in the morning for Newquay – I hadn't phoned the station secretary, for I was to be just another *emmett*! So, where was the lifeboat station? No clues on the road signs, so I resort to the usual RNLI method of 'go to the seafront and look for the flagpole'. No luck there. So I head for the beach. Woops! Newquay doesn't just have a beach, it seems to have dozens of them in little coves, but none of them appears to have a lifeboat house sitting on it.

...find plenty of surfers out and about early, but the surf was up, and they couldn't point me towards the lifeboat station. My next stop should be the harbour. Not as simple as it seems, for the harbour being signposted, every time I think I am getting close to it, I am sent off down another one-way street, that fails to lead me to the elusive harbour.

...ow the big decision is whether to spend the entire day driving round Newquay's one-way system (attractive though it is), or to head north to Padstow. OK, so I'm a defeatist. I decide to take the coast road and head out of town.

The B3276 is something of a switchback ride in places, but the views are at times quite spectacular, and the hedgerows, just bursting with flowers of red, purple, blue, yellow, pink and white. The sun is shining and I am having quite a day, despite the lack of lifeboat houses so far. But by the time I arrive in Padstow (minutes later) and the skies have turned from blue to blue-black and heavy rain is pouring through my sun roof. The docks might have seemed like a good place to start looking for the lifeboat. But it did not look promising. One thing I do know is that Padstow has a slipway launched lifeboat, and the area around the docks looks nothing like the photographs I have seen back at the office. Knowing that I cannot bear to fail again, I ring the secretary at his home. 'Hello Sue', George



A few days before Jon Jones went on his West Country tour of lifeboat stations with the DI, **Sue Denny**, RNLI Press and Public Information Manager was in the same area looking at stations through the eyes of a tourist...



Phillips says, 'what are you doing ringing me on a Sunday?'. Well', I admit, 'I am trying to play the tourist and visit lifeboat stations in Cornwall for *The Lifeboat*, but I can't find the boathouse. Can you tell me where to go?' Instead he directs me to his home, and promises to escort me to Trevoze Head, which is some way out of town. When we are almost at the gates leading to the lifeboat station I spot a signpost with the words I have been longing to see all morning – 'Lifeboat Station'. I drive slowly along the twisting narrow lanes feeling all the while that I would not like to be attempting to drive in the opposite direction when the lifeboat crew is answering an emergency call!

The trip is well worthwhile. The station is located in a beautiful sheltered spot overlooking Mother Ivey's Bay. The boathouse stands at the foot of 125 concrete steps. Trust me to arrive when the station lift has just been condemned. Its replacement is due in the near future. But not near enough to avoid the long climb back to the car park! Who'd be a roving reporter?

George takes great pride in showing me around the station. The Tyne class lifeboat is gleaming and ready for action. The view down the slipway, truly awe-inspiring. The service details neatly displayed showed that the lifeboat was last on service on 12 May, when the crew went to the aid of a fishing vessel drifting towards the rocks.

Padstow lifeboat station is open from 10am to 4pm Monday to Friday throughout the summer, and 11am-2pm in winter. The station also has three Open Days every year and a Lifeboat Day in Padstow each August, which are advertised locally and on the station web site (<http://www.users.globalnet.co.uk/~mordros/padstow/lifeboat.html>).

Directions to the lifeboat house: From the B3276 take the road towards Trevoze Head at St Merryn village. You will come to the entrance to the lifeboat station on your right just past Mother Ivey's Caravan Park.

George points me towards the quickest route back to the A30. My next port of call was to be St Ives but just short of Redruth, I spot a sign towards St Agnes. (Continued over...)



My last stop with the DI was the picturesque village of Clovelly, where RNLI links were recently restored. Following the departure of the 70ft Clyde lifeboat in 1998 the villagers raised £60,000 to run their own independent boat. Now the time was right for the RNLI to return to the station and provide an Atlantic and launch tractor.

Previously, Deputy DI South had been liaising with Clovelly so George's first job of the day was to introduce himself to the local lifeboat officials and describe his role. In short he explained that he was there help operationally in any way he could – to make sure that they had the right tools for the job and that the station was fully effective and operational. There was much work to be done – including improvements to the Grade 2 listed boathouse and slipway, so his visits would be a little more frequent than usual until things settled.

George set about his 'top-to-bottom' inspection of the lifeboat and her equipment – and although the DE was visiting soon, everything else was given the once over.

Evening came and the lifeboat was launched on exercise. A joint exercise with helicopter followed and I was lucky enough to see the action up close thanks to Adam Garnett, son of station press officer Dan, who took me out on his fishing boat.

The lifeboat returned to pick up different crew members for a second run and I was able to go out with them. Heading for Hartland Point, the crew were asked how long it would take to reach our destination at 25 knots. This was calculated and the theory was put into

practice – I'd been out on an Atlantic before but had forgotten just how exhilarating the ride could be. On arrival, the sea anchor was thrown out and the crew were given a hypothetical situation in which the lifeboat had just capsized and they were asked to talk through the righting procedures step by step. This included a practical exercise of getting out of the boat, heading round to the stern and carefully climbing back aboard through the engine section. I knew George was determined to get me overboard at some stage so I had a go at it. It wasn't as easy as I'd thought – letting go of a line or losing your footing in really rough weather could certainly spell trouble.

Following a few radio procedures and practicals, the crew performed some survivor recovery exercises. I did my bit by going overboard and being a 'survivor' and after a few small circuits the lifeboat pulled up and I was swiftly lifted aboard.

It was time to head back and it was a good opportunity for the other crew members to take turns at the helm. Even I had a go under the watchful eye of the DI and senior Helmsman – I think I gave them all a good example of how not to do it! By the time we arrived back at the boathouse it must have been getting on for around 8pm – it had been another long day for the lifeboat inspector and he still had his paperwork left to do.

As I left Clovelly for my drive back to Poole, I remembered how safe I felt in the hands of the lifeboat crew – and how safe they were in the hands of their DI. 🌟



Right – Clovelly's Atlantic 21 lifeboat leaves the harbour.

Below – Helicopter transfer exercises with Clovelly lifeboat crew.



Adventures of an 'Emmett' continued...

I decided to make a quick detour to the home of *Blue Peter IV*. This time the old RNLI guide to finding the lifeboat station works. Follow the sign to the beach - and yes, there is the RNLI flag waving proudly from the flagpole atop the lifeboat house. Did it in one!

The road to the beach ends abruptly with a slope on to the sand on one side and a 'no through road' sign on the other. In between, the entrance to the village car park seems the best place to go. I have only just put front tyre to tarmac when the parking attendant looms up with his hand outstretched for my pound coin. Having duly paid up I discover that the car park has been designed with Minis and Metros very much in mind, so the earlier arrivals of all manner of larger varieties of vehicle are by this time overhanging any supposed 'spaces' that remain.

The tiny lifeboat house nestles between a souvenir shop and the surf lifesaving club. As I arrive a father and son are looking at the D class donated thanks to the efforts of 'Blue Peter' viewers. I have fond memories of escorting three members of the St Agnes crew to the BBC studios in London last year, when they appeared on the show to talk about a rescue they had carried out which led to the helmsman being awarded a vellum. But the crew members are not in evidence today. Having taken a good look at the D class behind a rope barrier, the little boy settles for a ride on the coin-in-the-slot lifeboat outside the station.

St Agnes lifeboat station is open every day in the summer (Late Spring Bank Holiday until September or October depending on weather) from 10am until at least 6pm. A selection of RNLI gifts is available for sale from the lifeboat station.

St Ives is an easy journey from St Agnes. By the time I arrive the temperature is in the 70s and the sky clear blue. My first glimpse of the sea reminds me of the Mediterranean in the South of France. I follow the signs to a car park. This time it costs £2 a time. I decide to ask the attendant if I am within walking distance of the lifeboat station before parting with my cash. 'No' he replies, 'you need the station car park. Go out of the exit turn left, follow the road around and look for the signs near the town centre'.

Off I go again. The exit to this car park is nowhere near the entrance. I turn left as instructed and set off along a winding lane climbing all the while. Higher and higher I go. 'This is no place for a lifeboat station' I tell myself. But there is no option but to keep climbing up and up until I reach a huge triangular monument. Then the road begins to

descend as sharply as it had risen and soon I am back on the road into town. With my luck improving by the minute, I find the only available space in the station car park. The walk down to the lifeboat house takes me through a narrow lane lined with picturesque little rose-covered cottages, past the small cafes and souvenir shops and suddenly the lifeboat station is in sight.

Having had a very successful Open Day the previous day, the only doors open at the lifeboat station are those to the public conveniences around the back. The sign in the gift shop window indicates that I've come on the wrong day. Open Monday to Friday, 11-5, it declares. So I console myself with a peep through the windows at the St Mersey class as I lick a clotted cream ice cream cone. And I'll have to move at a fair lick now, if I'm to arrive at my next destination before it gets too late.

St Ives lifeboat station is open most days. The shop opens every day (except Saturday and Sunday) from 11am to 4pm. During July and August the shop re-opens from 8pm to 9pm.

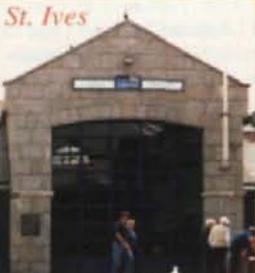
This time, I am expected, for the Sennen Cove crew and I are all going to a function evening. Sennen is easy to find. A fundraising volunteer is collecting by the junction which needs to turn right, and the station is clearly visible as I drive along the seafront. Now, is it all getting easier, or am I just getting better with practice?

Outside the boathouse, the coxswain and crew are waiting to greet me. They direct me to an large parking space right opposite the station. The boat house may not be the prettiest I have seen all day. But, let's face it - I actually managed to find it. I could park easily, and of all it was not only open but there were people there to welcome me too! I like it here.

Sennen Cove lifeboat station is open every day from 8.30am to 4pm (later in the summer there is a gift shop with a viewing gallery overlooking the lifeboat. The shop is open in summer from 11am to 5pm on selected days. Sennen Cove lifeboat station is unique in having two slipways, one for launch and the other for recovery and the launch of the D-class. A new Tyne class lifeboat is due on station soon to replace the smaller Mersey class The Boys.

Note: Newquay lifeboat station is on the harbour. It is open every day from 9am to 4pm. There is a gift shop alongside the station. (Visitors who are allergic to one-way systems are advised to park their car and walk there!)

Sennen Cove

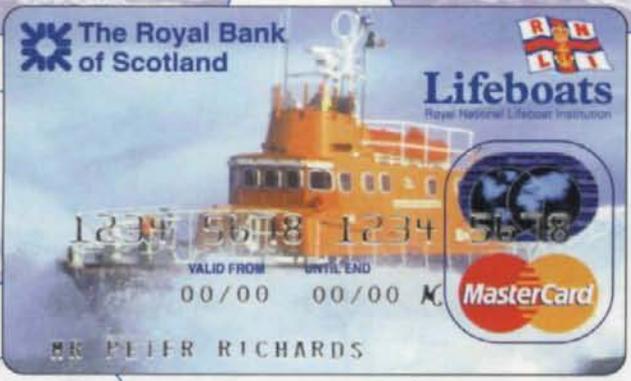


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Buoyancy aid.

Photo: Rick Tomlinson

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Remember too, that you don't have to be a Royal Bank customer to take out a card - indeed, there are substantial benefits for transferring your balances from your current credit card. Nor do you have to be a member of the RNLI to enjoy its benefits - anybody over 18 can apply.

The process is simple. The benefits the card provides to our volunteer crews are substantial.

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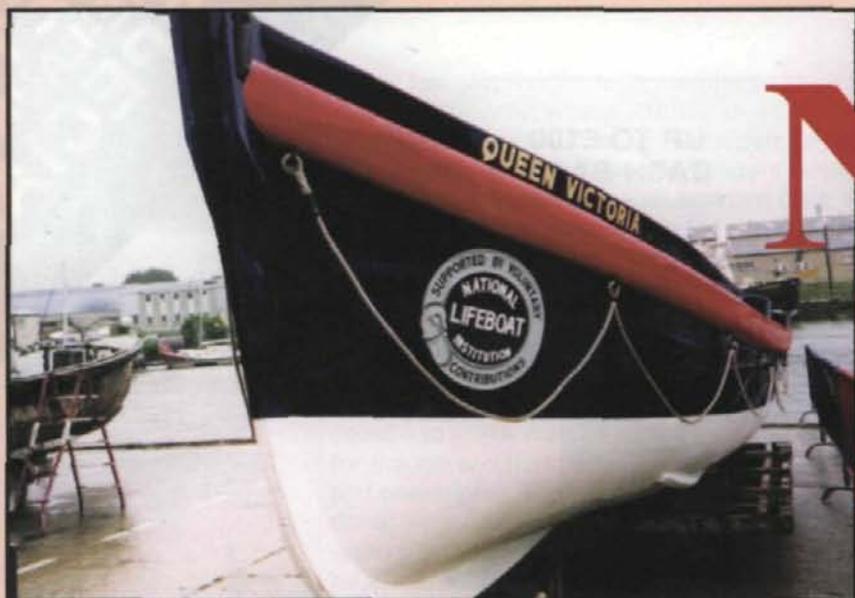
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New for Old

1998 saw two historic lifeboats return to the water – and both most appropriately in the area where they served as active lifeboats.

At Bembridge the Coxswain of the current lifeboat Martin Woodward, saw years of tenacity come to fruition when *Queen Victoria* was relaunched in June.

Martin bought the 1887-built pulling and sailing lifeboat almost ten years ago, after she had been used as a houseboat for many years. A considerable amount of Martin's own money went into retrieving her from the mud of Bembridge Harbour and storing her while he searched for someone to restore her to her former glory. Eventually, after Martin had tried numerous concerns who considered the job too daunting, the Classic Boat Museum at Newport on the Isle of Wight took on the task – and one year and nearly £30,000 later the lifeboat was back on the waters she knew so long ago.

An interest-free loan from the local council and donations from local companies all helped with the restoration cost, but there is still a large sum outstanding and *Queen Victoria* has to pay her way! She is available for suitable events in return for a donation and has also been booked for several fundraising occasions.

By the time this issue of *The Lifeboat* appears she should have been on a 10-mile sponsored row round the Nab Tower; taken part in the Bembridge lifeboat regatta; competed in the Great River Race in London and completed a sponsored, two-stage row around the Isle of Wight.

Queen Victoria served at Bembridge between 1887 and 1907, and Martin believes she is the oldest surviving RNLI lifeboat.

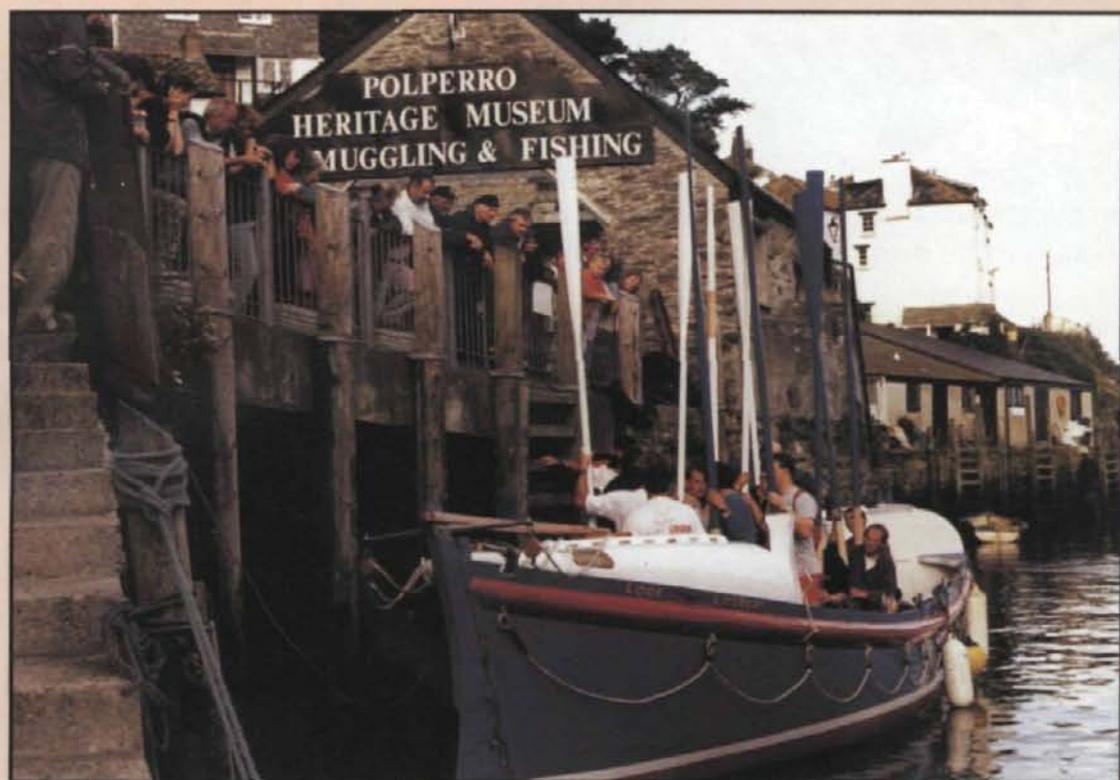
• **Queen Victoria is due to take part in the RNLI's 175th anniversary rally at Poole in 1999**

Dedicated lifeboat restorers or gluttons for punishment? Martin also bought *Langham* – Bembridge's first motor lifeboat which arrived in 1922 – five years ago and she is now in the queue for restoration. *Langham* is pictured arriving back on the Isle of Wight from Scotland and as soon as the cost of restoring *Queen Victoria* has been covered she too will be returned to her original condition.



Queen Victoria as restored (top); being craned from the mud of Bembridge Harbour (middle) and as found as a houseboat (lower)





(Left) *Ryder* alongside in Polperro for her rededication in August 1998 and (below) at nearby Looe in the 1920s.

1998 has been a good year for the restoration of historic lifeboats with both **Bembridge** and **Polperro** seeing old boats back in their home waters



... and at Polperro in Cornwall the 96-year-old pulling and sailing lifeboat *Ryder* was rowed into the harbour on 1 August for a re-dedication ceremony and the official opening of the *Ryder* exhibition by yachtsman Tony Bullimore – who was recently rescued from the Southern Ocean by a much more modern rescue service,

Built in 1902 by The Thames Ironworks in West Ham, London, *Ryder* had served at nearby Looe until 1930 when the two neighbouring stations at Plymouth and Fowey acquired motor lifeboats and Looe was closed.

Ryder was sold for £65 and nothing is known of her history during the next 28 years until she was known to be in Bristol as a houseboat. In 1962 she was moved to Weymouth by train and continued in use as a houseboat, changing hands again in 1987

and suffering a bad fire.

At the end of that year she was lying derelict in the Fleet – the stretch of water inside the Chesil Beach – and was about to be burned.

By great coincidence the commandant of the nearby Royal Engineers camp was a Looe man. Identifying *Ryder* as a historic pulling and sailing lifeboat he arranged for her recovery and, after a cosmetic restoration, she was exhibited by the local brewery at their quayside premises in Weymouth.

When the brewery closed in 1994 the lifeboat was scheduled to be destroyed, but the Lions Club of Looe, learnt of her existence and tried to bring her home to Looe. They were not able to achieve this, but in 1995 the Polperro Harbour Trustees decided to recover her and restore her as a major exhibit at their Heritage Museum.

After a three-year restoration at the boatyard of Alan Toms in Polruan – funded by grants and donations from local companies – *Ryder* was again seaworthy and able to return to her home waters almost a century after she first arrived.



Stormy Stan says..

Stormy Stan, the hero of 'Storm Force', the RNLI's club for the under-16s, appears regularly in the club's magazine Storm Force News. Here is a taster of the tales he spins and the advice he gives to young people.



STORMY STAN'S SEA TALES

SIXTY YEARS AGO, OFF THE SOUTHERN COAST OF IRELAND, A MOST REMARKABLE RESCUE TOOK PLACE. MONDAY 10 FEBRUARY 1906, A HURRICANE FORCE WIND WAS BLOWING THE WORST IN LIVING MEMORY. BALLYCOTTON HARBOUR WAS LIKE A SEETHING CALDRON. THE STORM CONTINUED APACE AND AT 8AM TUESDAY 11 FEBRUARY, THE CALL FOR THE LIFEBOAT COMES. THE DAUNT ROCK LIGHTSHIP WITH EIGHT MEN ON BOARD, HAS BROKEN ITS MOORINGS AND IS DRIFTING TOWARDS BALLYCOTTON.

AS THE BARNETT CLASS LIFEBOAT, MARY STANFORD, LAUNCHES INTO MOUNTAINOUS SEAS, WITH COXSWAIN PATRICK SLINEY IN COMMAND, BALLYCOTTON FOLK GO TO CHURCH TO PRAY.



THE SEARCH IS ON FOR THE LIGHTSHIP. THE LIFEBOAT COMES OFF THE TOP OF ONE WAVE AND DROPS INTO THE TROUGH OF THE NEXT. THE CREW FEAR THAT THE ENGINES WILL BREAK THROUGH THE HULL... THE COXSWAIN COUNTS HIS MEN.



UNABLE TO FIND THE LIGHTSHIP, THE COXSWAIN MAKES FOR QUEENSTOWN (NOW COBH) FOR INFORMATION. THE LIFEBOAT SETS OUT AGAIN AND SOON AFTER MIDDAY THE LIGHTSHIP IS SPOTTED. THE DESTROYER HMS TENEDOS IS STANDING BY, BUT THE HEAVY SEAS PREVENT ANY RESCUE.



THE COXSWAIN RETURNS AGAIN TO QUEENSTOWN BY 9.30 PM, TO REST HIS CREW AND TAKE ON FUEL AND SPARES. THE LIFEBOAT IS BACK OUT AT SEA AGAIN BY EARLY LIGHT ON 12 FEBRUARY TO STAND BY ALL DAY AND NIGHT. THE COXSWAIN RETURNS TO QUEENSTOWN AT 9.00 AM 13 FEBRUARY TO REFUEL. THE LIFEBOAT AND CREW HAVE BEEN STANDING BY FOR 25 HOURS.



RETURNING TO THE LIGHTSHIP, THE COXSWAIN HAILS ITS CREW TO TELL THEM TO JUMP AS HE MAKES RUNS PAST THEM. IT'S VERY DANGEROUS GO TOO FAST AND THE LIFEBOAT COULD CAPSIZE OVER THE LIGHTSHIP'S CABLE.



FULL SPEED ALONGSIDE THE LIGHTSHIP... ONE MAN JUMPS... A SECOND TIME... NO ONE JUMPS... A THIRD TIME... AND FIVE MEN JUMP... A FOURTH AND FIFTH TIME AND NO ONE JUMPS... THERE ARE STILL TWO MEN CLINGING PETRIFIED ONTO THE RAILS. THE COXSWAIN ORDERS TWO OF HIS CREW TO GO FORWARD AND GRAB THE TWO MEN ON HIS SIXTH RUN.

WITH ALL EIGHT MEN SAFELY ABOARD, THE COXSWAIN MAKES FOR QUEENSTOWN. THE MECHANIC CARRIES OUT FIRST AID AND TWO CREW HOLD DOWN A MAN WHO IS HYSTERICAL. THEY REACH PORT AT 11 PM.



THE DRAWN FACES OF THE LIFEBOAT CREW TELL A TALE OF A COURAGEOUS RESCUE, THAT HAS TAKEN THREE DAYS TO COMPLETE IN HURRICANE FORCE WINDS. COXSWAIN SLINEY IS AWARDED THE RNLI GOLD MEDAL AND HIS SON WILLIAM RECEIVES THE BRONZE MEDAL. SECOND COXSWAIN JOHN L. WALSH AND MOTOR MECHANIC THOMAS SLINEY ARE AWARDED SILVER MEDALS. THE REMAINDER OF THE CREW - MICHAEL C WALSH, THOMAS F WALSH AND JOHN S SLINEY - ALL RECEIVE BRONZE MEDALS.



Storm Force

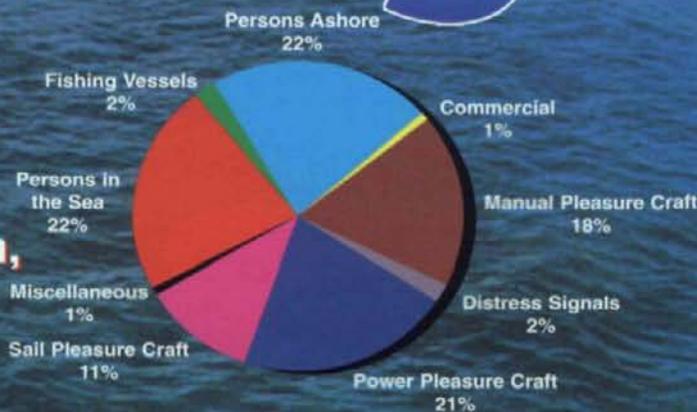
Membership of Storm Force is open to anyone under 16 for only £5 a year. For further information contact Storm Force HQ, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

WOULD YOU KNOW WHAT TO DO IN AN EMERGENCY?

Last year, lifeboats and beach lifeguard units dealt with over 4,500 emergencies near or on beaches. This summer, make sure YOU don't become one of these numbers!

SAFETY ON THE SEA

All RNLI services to casualties involving children, 1997



Whenever you are near water, you should always follow the Water Safety Code:

Spot the Dangers and **Take Safety Advice**
Don't Go Alone and **Learn How To Help**

Learning how to help means knowing how to help yourself and other people when something goes wrong.

IF YOU SEE SOMEONE IN TROUBLE



If someone needs help you may: Hear someone shouting for help, see them waving their arms above their head, see orange smoke, a red flare or dayglo orange flag.



- Do not enter the water to rescue them unless you are trained and able to carry out a rescue.
- If you are not on a beach manned by lifeguards dial 999 or 112 and ask for the COASTGUARD or MARINE RESCUE.



Give the following information:

- WHAT** you have seen. Give a clear description.
- WHERE** you have seen it and where you are telephoning from.
- WHEN** you discovered the problem. How long has it been before you have been able to telephone?
- WHO** you are. Give your name.

- Once you have given the above information, it is important to stay near the telephone so you can be contacted again, if necessary, until the emergency is over.
- If lifeguards are on patrol, call them at once. If possible, arrange for someone to remain at the scene of the incident while help is being called for.



When you have called for help, you may be able to help a person in trouble in the water.

- First, make sure that you don't do anything which puts yourself in any danger. Remember, **if in doubt, leave it out!**
- Try to calm the person in trouble. **Shout loudly, clearly and slowly** to reassure them.
- Look around for and use any **public rescue equipment**. This may be a lifebuoy (or ring buoy), reaching pole or weighted throwing line. (Make sure you are able to use it safely).
- Reach.** You can reach the person in the water with a stick, clothing tied together and lots of other things. Make sure you don't get pulled in yourself.
- Throw** a rope, or something which floats.
- Do not enter the water unless you are trained and able to carry out a rescue**

STOP and THINK When the person in trouble (the casualty) has been removed from the water keep them away from dangers, keep them warm, and send for or get medical help. Stay with them until other help arrives.

What to do if you get into difficulties in the sea:

Remain calm - try to float on your back, keep your arms under the water, and breathe steadily. Do not exhaust yourself. If you are being swept out to sea, swim diagonally to the shore if you are able, not against the tide. Attract attention by waving one arm only and shout for help.

For more information on how to avoid getting into trouble, is in a new booklet called 'Beach Safety Guidelines'. This has been produced by the RNLI's Sea Safety Liaison Working Group. If you would like more copies please write to:

Lifeboats, West Quay Road, Poole, Dorset, BH15 1HZ. For a copy and stating your name and address.

REMEMBER THE WATER SAFETY CODE

- Spot the dangers
- Take Safety Advice
- Don't go alone
- Learn how to help

Shifting Sands

Shallow water and unpredictable sandbanks present the East Coast lifeboatman with particular difficulties. Mike Floyd looks at the situation around The Wash

We all have our own mental picture of a lifeboat in action – often against a back-drop of a rugged, rock-strewn coastline battered by breaking seas.

Dangerous though these rugged coasts may be, at least a cliff or rock will stay in the same place through generations of lifeboatmen, and local knowledge, once acquired, will serve for a lifetime.

Other parts of our coastline may not have the drama of the West Country shores or Scottish cliffs but they are equally, and some say more, dangerous. On the low-lying East Coast the combined effects of wind and tide can sweep whole sandbars into new positions, close some channels completely and create new ones. *Here a chart can be out of date before the ink is dry, buoys can be marking last year's shoal and local knowledge comes from daily investigation. And do not be misled by sand. Soft and yielding it may be on a holiday beach, but submerged and compacted by sea and tide it becomes rock hard – it is after all only powdered rock and soon resumes its original consistency.*

A Westcountry yachtsman, transported to new cruising grounds, once re-

marked that his over-riding impression of the East Coast was that 'the bottom always seemed very close to the top,' adding that he never quite came to terms with running aground out of sight of land...

These hazards are more than obvious where the North Norfolk coast sweeps round, south and west, into the vast shallows which are The Wash, before becoming the Lincolnshire coast and heading back out to the north-east and the seaside resort of Skegness.

Along the shore huge expanses of sandy, seemingly safe, beach disappear under the rapidly flooding tide to trap the unsuspecting holidaymaker or fisherman, sometimes on the wrong side of a rill which could once be waded and is now teeming with deep and fast-moving water. There have been several such tragedies along this shore, just as there have been losses at sea where shallow banks and bars and the breaking seas they create have taken their toll on passing vessels.

Lifeboat crews from Wells-next-the-sea, Hunstanton and Skegness cover this treacherous area, each station having its own foibles, its own problems to contend with.

The character of this stretch of coast is the more obvious when approaching from the

east. At Sheringham, the 'flank station' to the east, the lifeboat station is wedged tightly between a low cliff and the steep shingle shoreline, its slipway exposed to anything the North Sea can throw at it. Even on a July day the seas from a moderate northerly can send shivers down the spine of the visitor as they break solidly on the Atlantic's launching ramp. But here at least there is deep water offshore, the scour of the tides threatening to erode the coastline and sweeping

Sheringham guards the eastern approaches to The Wash, its boathouse squeezed between low cliffs and a steep-to shingle beach



the debris away both east and west to deposit on someone else's patch.

Away from Sheringham the road climbs and dips along the low cliffs until, quite suddenly, descending into the no-mans-land of the salt marshes. As it heads towards the large, shallow harbour of Blakeney, tucked behind its long, curved finger of sand the solid land begins to ease away to the south leaving just the man-made sea wall to define an otherwise very blurred border between land and sea.

There is no lifeboat station at Blakeney now, the last boat being withdrawn more than 60 years ago, and its complement of pleasure boats, small fishing boats and holiday makers is looked after by either Sheringham's Atlantic or the Mersey from Wells. In its operational life Blakeney too suffered from the shifting sands of the area – its 1862-built boathouse having to be moved in 1867 because of 'encroachment by the sea' and a replacement built in 1898.

Threading through the twists and turns of the sea-wall road with the sea distant to the north beyond the marshes brings the lifeboat seeker to Wells-next-the-Sea, a tiny rift in the coast fringed with low lying sand dunes and marsh.

Once a busy port, Wells is now home to a small fishing fleet and the haunt of holiday-maker. As with many East Coast harbours there are in fact two Wells – and which one you see depends on the state of the tide when you arrive.



To the low-water visitor Wells is a sheltered quay-side, well inland and protected by vast sandbanks of quite reasonable height. Small boats lie deep between the banks, barely afloat at their moorings or sitting on the sand, and fishing boats lean on their staging for support. Far away the new lifeboat station stands guard at the harbour entrance, perched on a sandy spit and separated from the sheltering banks by the narrow channel to the quay. Just offshore the sea frets against the bar, a line of surf marking the shallowest section.

Return at high water and a very different Wells greets you. The small quay looks vulnerable and exposed as a moderate northerly sets the fishing vessels creaking against their supports and the yachts tugging at their buoys. Now all that separates the quay from the North Sea are some rather insubstantial shallows and



Wells-next-the-Sea's harbour almost dries out at low water. The network of channels leading to the quay can clearly be seen in this aerial view.



Hunstanton's boathouse was built in 1867, became a fisherman's store in 1931 when the station closed and was re-opened in 1979. The view from the dunes at the lower left can be seen in the heading photograph.

the lifeboat station seems alone, exposed and far out to sea.

In the boathouse the station's Mersey and D class wait for business, with their launching site varying as widely with the state of the tide as the town's appearance.

At high water either boat can be trundled down into the deep water of the channel just outside the boathouse doors. At low water? Coxswain Mechanic Allen Frary leans over to the window and points to some distant sand dunes, 'over there, towards Holkham Gap'. It looks a long way. 'Not too bad, a couple of miles I should think...'

Allen also confirms the changing nature of the coast, pointing out how the bar has built up steadily over the past few years, migrating gently eastward. Around the station too the sands are causing some problems. Quite a lot of preventative measures have been carried out to stabilise the sands since the boathouse was substantially rebuilt in 1990, but more work will be needed soon to prevent the small inlet by the doors from silting up.

The boathouse has been out on the point by the entrance since 1880, the year of the lifeboat disaster which claimed thirteen lives. The old boathouse, tucked into the corner by the quay, is now the harbour office – a suitable base for harbourmaster

Graham Walker, who was also the lifeboat coxswain until his retirement last year.

Wells has had a D class inflatable since the very early days of inshore lifeboats, the first arriving in 1963. The D's quick response is frequently put to the test, as rescuing people trapped on the sands opposite the boathouse has become almost routine, with the lifeboat making three outings a day on occasion!

A little to the west Brancaster mirrors Blakeney in its general shape and feel, if a little smaller, forming one of only a very few interruptions in a vast sweep of tidal sand which stretches from Wells to Hunstanton.

Hunstanton is home to another Atlantic, her base the original boathouse built in 1867 in Old Hunstanton – a place with a very different character to the seaside town of nearby Hunstanton. Used as a fisherman's store from 1931, when the station closed, until it reopened in 1979 with an inshore lifeboat, the elegant building has been suitably modernised and now has a first floor crew room. Hiding behind the first row of dunes and tucked in behind some beach huts a sandy track leads to the beach itself – at low water this a very wide beach, at high water a very narrow one...

The original D class gave way to an Atlantic in 1982

At this point the bulge of the Norfolk coast has turned back on itself to such an extent that Hunstanton has an unusual claim to fame - it is said to be only place on the East Coast where you can watch the sunset over the sea!

The Atlantic works along the coast both into the shallow drying areas of The Wash and back round to Brancaster, where it meets Wells' territory, and also out over the numerous sand banks and narrow channels of The Wash. Although the commercial shipping using the ports at the head of the Wash generates some custom most of the Atlantic's work involves the 'Summer trade' – small boats on passage and holiday makers in difficulties as the flood tide sweeps across the wide beaches.

Although Skegness, on the opposite side of the wide estuary, is some 70 miles away by road it is only about 13 by sea, and the two stations often find themselves working together. The speed and shallow draft of Hunstanton's Atlantic complementing the radar and VHF direction finding equipment of Skegness' bigger Mersey. Station Honorary Secretary David Harrison tells of the time when crew members of the Atlantic took the lifeboat's radar reflector with them as they walked across a sandbank to a casualty in thick fog – with the Mersey lying off and tracking them on its radar!

The north-western shore of The Wash is low lying and quite sparsely populated, with no inlet of any note until Gibraltar Point is reached, some three or four miles south of Skegness. Here a small creek provides shelter





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Shifting Sands Continued

for some yachts – and a place where Skegness' Mersey can take casualties – if the tide serves.

Skegness' lifeboat station can hardly be missed – it's slap-bang in the middle of the esplanade and following the main road in to town takes you straight to it.

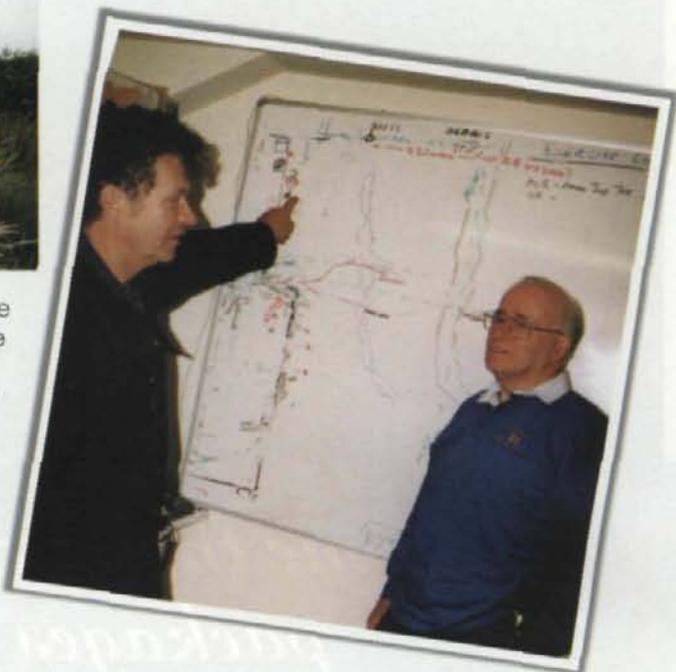
In Summer the whole area is very busy with holiday makers and the 1990-built boathouse is designed to take advantage of the crowds, with good viewing facilities, a souvenir shop and strategically placed collecting boxes.

Here not only the offlying sandbanks are on the move; the beach too changes regularly, or at least as regularly as the last hard blow.

It is almost a cliché to say that all lifeboat stations are different – but Skegness goes a long way to proving the point. Here the station draws its own charts! Coxswain Paul Martin takes the Mersey to sea at regular intervals and runs along predetermined courses with the recording echo sounder running.

The lifeboat's satellite navigation system has a 'differential' facility for pinpoint accuracy and by incorporating information on the exact height of tide at the time (gleaned from a conveniently near recording buoy) Paul sets to and amends his local chart.

One look at the 'new' chart is enough to convince any sceptic – there are channels on the printed version which simply do not exist any more, and many of the offlying sandbanks are well south of where they belong!

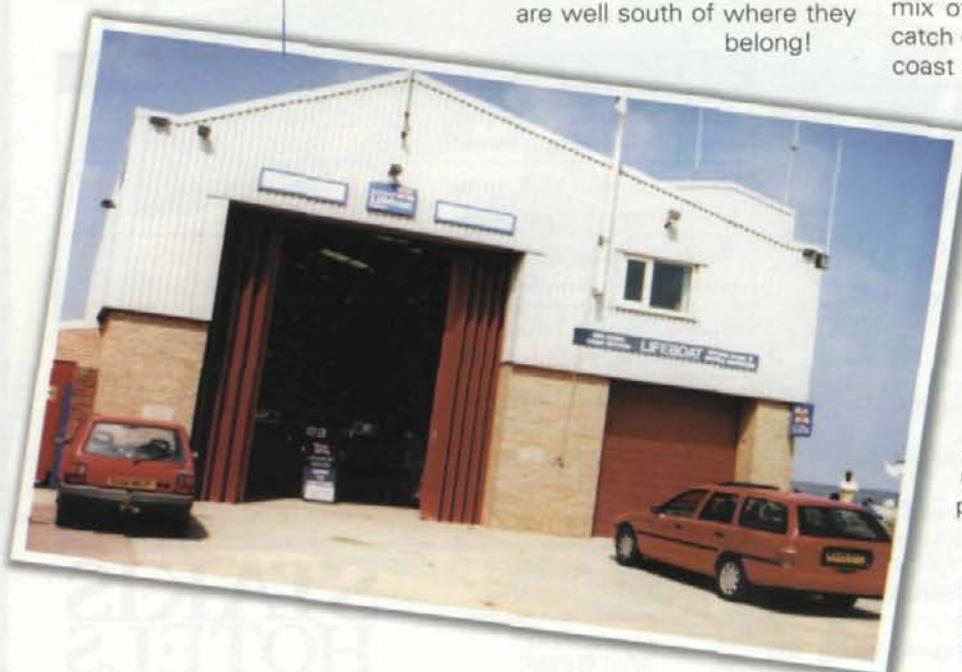


Skegness Coxswain Paul Martin (left) and Honorary Secretary Roland Broughton with the 'chart' of the beach. Regular checks locate soft patches and hollows to aid launching.

The beach too gets similar treatment, but here a foot patrol establishes where the hollows and soft spots are and a plastic-coated board on the boathouse wall becomes the chart. Suitable transits are noted down so that the lifeboat can launch at exactly the right spot – one where the Talus tractor can bring the carriage for recovery without submerging in a hollow or getting stuck in a soft spot. And all this is not just done on a whim, Skegness' tractor had been well and truly bogged down in soft patches several times in the past!

The station's D class spends most of its time on the proverbial 'Summer trade', with airbed recovery in the prevailing offshore winds a speciality, while the Mersey has the normal mix of business. The shallows offshore can catch out pleasure boats on passage along the coast and there is fishing and commercial traffic further offshore.

So, shallow waters and shifting sands are the name of the game on this stretch of coast, and anyone who has experienced the shiver of fear as a keel graunches on sand far out to sea, who has experienced the short, sharp seas kicked up by a hard breeze in shallow waters or who has encountered the breaking overfalls of a strong tide sweeping over a sharp edge to a sandbank will appreciate the difficulties of lifeboat crews working this unspectacular but nonetheless dangerous patch of water.



The lifeboat house at Skegness makes good use of its position in the middle of a busy esplanade. Both Mersey and D class are on view and a souvenir shop does good business



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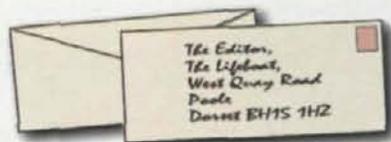
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Your Letters



email: thelifeboat@rnli.org.uk

Face in the cliffs

Reading the Spring 1998 issue of *The Lifeboat*, I noticed the photograph of Valentia's Severn class lifeboat. Yet I wonder if any other readers noticed that just above the bow of the lifeboat, in the edge of the rugged coastline, there seemed to be a face looking out to sea. You can clearly make out the hair, eyebrows, nose, moustache, chin and stomach.

I would say this person must be the guardian of the sea looking after the safety of the boats. I found this photo very interesting as with all I read in the magazine.

**Gourdon Emslie
HMP Invernettie, Peterhead**



Arklowered

I am writing with reference to page 16 of the services in the Spring issue of *The Lifeboat*. That must have been quite a storm – it not only did it wreck the MFV *Graceful* but also apparently shifted Arklow down (on the chart) to somewhere in the neighborhood of Ballycotton!

Congratulations on a magazine that gets better all the time.

**E. Michael Booth
Shankill, Co. Dublin**

Oops! Well spotted. Yes, we did show the position incorrectly on the service chart – sorry to all in Arklow...

Good spirits

Call me a spotter but I have been studying the list of lifeboats in the Winter 1997/98 issue and noticed something that may interest readers. There are five lifeboats obviously named after Army Corps:

- *Spirit of the PCS RE* (Postal and Courier Service Royal Engineers)
- *Spirit of the RTC* (Royal Corps of Transport)
- *Spirit of ROAC* (Royal Army Ordnance Corps)
- *Spirit of the RPC* (Royal Pioneer Corps)
- *Spirit of the ACC* (Army Catering Corps)

They are the five forming Corps of The Royal Logistic Corps! I will write to the Commodore of our yacht club and suggest we now make a full complement by finding the money for a lifeboat named after our new Corps.

RNLI supporter

Photo request

Having been a regular visitor to Newport in Pembrokeshire, Wales over the years, I am interested in any photographs or history of the lifeboat stationed on the Parrog at Cwm where the shed and ramp still remain.

**Michael Heath
Bridge House
Kentisbeare, Cullompton
Devon EX15 2AD**

Supporter thanks

Readers of *The Lifeboat* will recall that there was an insert in the Winter issue asking for sponsorship for the Welsh wheelchair athlete, Tanni Grey's entry in the London Marathon.

The response was overwhelming and may I say a huge thanks to all who donated – over £44,000 was raised. I am conscious that readers already support the RNLI and am extremely grateful to all those who generously supported our appeal for a new Atlantic 75 lifeboat for Wales. I can now divulge that the station concerned is Cardigan.

There was a lot of money riding on Tanni's head but she came up trumps and crossed the finishing line in first position. Congratulations to Tanni and thanks to all those who supported the appeal.

**Anne Williams
Regional manager and appeal co-ordinator**

Thanks for your letters...

Thanks are due to the many readers who responded to letters which appeared in the Summer 1998 issue.

Mike Sanger who wrote in asking for help in tracking down an RNLI propeller keyring was very grateful for his huge postbag. One generous life governor even sent one in and the keyring collection is now complete. Incidentally, Peter Chennell, managing director of RNLI (Sales) informs us that the product is still alive and well, and living in many RNLI retail outlets around the country – Item no. 11016 priced at £2.25.

We received a letter from D. J. Stanier of Derby in response to Laurie Campbell's letter, regarding the lifeboat bus which was spotted in Canada. Mr Stanier tells us it is a 1967-vintage Leyland Titan PD3 which was new to the Blackpool Corporation. It later moved to Eastbourne Buses where it was given new livery and the RNLI advertising. It was owned and operated briefly by Stevensons of Uttoxeter Ltd. until 1994 when it was purchased by a Mr Roberts of Alberta, Canada.

And finally, we had a massive response to K. R. Jolley's letter regarding the lifeboat postcard. The picture is entitled 'Saved' and is one of several paintings by marine artist Bernard Gribble commissioned for the RNLI around the turn of the century. Other postcards in this set included the paintings 'On a lee shore' and 'The return of the lifeboat'.

Letters from readers are always welcome. Address them to: The Editor, *The Lifeboat*, RNLI, West Quay Road, Poole, Dorset BH15 0 or email us at: thelifeboat@rnli.org.uk. Please mark your letters clearly 'for publication'.



Why the divide?

This morning I received *The Lifeboat* magazine and the usual advertising material plus an offensive insignia catalogue.

This is the second time that I have seen this magazine and I find it contrary to the spirit of the Institution. Let me explain what I feel.

When a lifeboat is called out it seems to me that the coxswain does not first find out what sort of person you are. I am not aware of the crew hailing the stricken vessel or person and asking them if they are high born, middle of low life – or indeed how much, if any, they pay to the RNLI.

I hope you now have a clue as to what I feel about your catalogue. I do not, regardless of reason, pay a great deal as a subscription, just the basic amount, but does that justify your treating me like a low life?

The catalogue has to be read and studied before we, the giver to the RNLI, can find out what we are allowed to buy. This is obviously snobbish in its worst form – snobbish in charity – and contrary to the spirit of giving.

You either have goods to sell to everyone who gives or you have none. Until you stop this dreadful and ridiculous naming, (Governor etc.) class suggestion and selective practises, I shall not renew my membership. I shall give my money to a charity who treat all who give the same.

I challenge you to print my letter in your next magazine.

Miss Y Lucas
Sherborne, Dorset

Ian Ventham, head of fundraising and marketing, replies:

I am very sorry indeed that you find what we are doing so offensive. I would, however, like to explain why we do what we do.

Of course lifeboat crews rescue all in peril regardless of the circumstance, colour, creed, nationality or degree of support given. I do not, however, think this would be a realistic way to approach people for donations and support.

The RNLI, in common with many charities, has always given greater recognition to certain supporters than others. Here in head office we still display plaques from the last century recording major gifts which funded lifeboats. We still allow generous benefactors to choose the names of lifeboats if gifts are at a certain level.

The RNLI has had Governors, recognised for the value of their annual or lifetime gift, almost since its inception. Badge and other insignia have always been available to Governors, who now number more than 26,000.

Some 30 years ago we introduced Shoreline as a membership device to enable greater numbers of people to contribute at a lower level than Governor, and to receive in the return, *The Lifeboat* magazine. Shoreline brought with it the privilege of being able to buy and wear various insignia items.

Partly in response to the frequently voiced criticism that sea-users were not supporting the RNLI in as regular and committed a way as many non-seagoers, we introduced *Offshore* just a year ago. As *Offshore* is aimed at those most likely to use the services of the RNLI, it is priced somewhat higher than Shoreline. *Offshore* now has 15,000 members, all giving £40 or more to the RNLI – some £600,000 per annum. Without in some way differentiating *Offshore* membership from Shoreline, there is no possibility that this additional money would have been raised.

In an ideal world we should not need to create these different tiers of giving. Sadly, the reality is different.

I am charged with the task of ensuring the RNLI has sufficient funds for the present and future, so that our crews go to sea with the very best of boats and equipment.

The task today, as in the past, means that I have to encourage people to give at differing levels, and in order to do that, I have to differentiate and acknowledge the various levels of a gift. This is not a new phenomenon.

All gifts to the RNLI are received with great gratitude. All are acknowledged and thanked, however big or small they may be. We recognise that even very small sums may be sacrificial to the donor.

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High Seas

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



The boathouse for Scarborough's Mersey and D class is right on the town's seafront, tucked into the corner of the beach at South Bay next to the West Pier. North Bay can be glimpsed at the top right, the other side of Castle Headland. The inner harbour (commercial and fishing) and the outer harbour (for yachts) almost dry at low water. The slipway faces approximately south-east, and the carriage-launched lifeboat uses the beach for launching.

Main photo (left) Ref 656909

Detailed photo (below) Ref 656903



Scarborough – North Division



Clogher Head is the northernmost station on the Republic of Ireland's east coast, with its launching site facing south-east out across the sands of Clogher Head Bay.

The functional 1993-built station is unusual in that it is a 'drive through' building, with access for the station's Mersey at each end, a 90° turn taking the rig out onto the firm sands of the bay.

Main photo (left) Ref 671236

Detailed photo (above) Ref 671245

Clogher Head – Ireland Division



The D class stationed at Flint, on the eastern end of the North Wales Coast, is unusual in being a very itinerant lifeboat.

Although there is a launching site close to the station the lifeboat can be taken by Land Rover and trailer to almost any point on a 25-mile stretch of coast.

The boathouse itself reflects this, turning its back on the water and with the maindoors facing inland on to the road network

Main photo (left) Ref 645232

Detailed photo (below) Ref 645230



Flint – West Division



Kinghorn, on the northern shore of the Firth of Forth (about six miles due north of Edinburgh), is home to an Atlantic 75 rigid inflatable. The lifeboat launches across a firm beach which shelves gently, providing a good launching area. The boathouse on the small promenade faces south-east – with good shelter from the west but is open to easterlies.

The small drying harbour can be seen in the main photo, which was taken towards high water.

Main photo (left) Ref 651425

Detailed photo (below) Ref 651419

Kinghorn – Scotland Division



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Please do not send orders or enquiries to any RNLI office or lifeboat station.

2. Quote the full **reference number** given underneath the photograph – this is the only identification of the exact negative needed.

3. State clearly the size of print required and enclose payment as shown – this **includes** VAT, post and packing and the RNLI donation.

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

Bookshelf

Lifeboat station histories

The Story of the St Davids Lifeboats

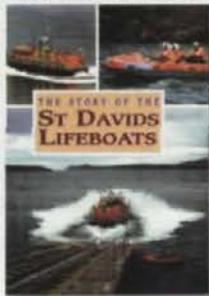
by Dr George Middleton

Doctor Middleton's 42-page A5 booklet chronicling the history of the lifeboats in this delightful corner of Wales is now in its fifth edition.

The book traces the history of the various boats stationed at St Davids through to the latest – the Tyne class *Garside* and the D class inshore lifeboat.

The men who served aboard and the rescues they carried out are given their due prominence and the illustrations, although all black-and-white, are superbly reproduced and very evocative.

A compact and very readable volume which can be obtained from Mrs D. P. Mayoh at Old Orchard, Prendergast, Solva, Haverfordwest, Dyfed SA62 6XA for £2.00 plus 50p post and packing. Cheques should be made payable to 'The St Davids Ladies Lifeboat Guild'.



For the yachtsman

One Hand for the Boat

by Haydon Edwards

published by the author at £19.95 (hardback) and £12.95 (paperback)

Although included under our 'For the Yachtsman' banner Haydon Edwards' book not only deserves, but will almost certainly receive, a much wider readership.

Haydon is an RNLI crew member at Craster in Northumberland and 'One Hand for the Boat' chronicles his part in the BT Global Challenge round-the-world yacht race during 1996/97, when four lifeboat crew members took part in various legs of the race aboard *Toshiba Wave Warrior*.

Their efforts, combined with Toshiba's generosity, funded an Atlantic 75.

Haydon tells his story with humour and honesty with the result that the book is a refreshing look not only at the hardships of the race itself – Haydon was a 'legger' on the gruelling Southern Ocean stretch – but the selection procedures and the efforts which he, like the other three RNLI participants, made to raise funds for the RNLI during the race.

Copies are available from 'One Hand for the Boat', Thermal House, Mylord Crescent, Killingworth, Newcastle Upon Tyne NE12. Only 150 of the £19.95 hardbacks and 5,000 £12.95 paperbacks are being produced – first come, first served!



Multimedia

Titanic – An Interactive Journey

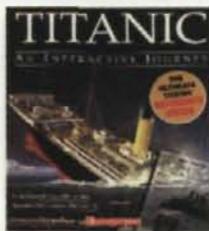
released by Europress at £19.99

Anyone with access to a reasonably sophisticated computer system can now not only learn about one of the best-known names in maritime history but can also 'explore' the wreck using video and still footage taken by the submersible which dived 12,400ft into the Atlantic to discover the remains of the *Titanic*.

There are more than 600 period photographs, 200 original illustrations and 200 photographs of objects recovered from the wreck on this CD, so beware – set aside a reasonable time at the screen as you'll almost certainly get hooked!

Also available from Europress is an interactive game called 'Titanic – An Adventure Out of Time'. Playing the role of a British Secret Agent the game's players are called upon to change the course of history...

Not being compulsive computer games players ourselves we wouldn't attempt to review it – but we can say that the graphics appear excellent and that the game has won several awards.



Minimum System Requirements:

PC: 486 DX-33, 8Mb RAM, double-speed CD ROM drive, 256 colours, Windows 3.1 or Windows 95.

Macintosh: LC3, 6Mb RAM for the application, System 7.01, CD ROM drive, 256 colours.

Run with the crew

To save lives you need four important things – **strength, determination, courage and a place in the FLORA London Marathon.**

Though our volunteer crews have plenty of the first three, marathon places are in short supply. And to help raise the funds necessary to keep our lifeboats afloat, we need as many runners to take part in the race as possible. Whether you are a novice or an experienced runner, we provide the support you would expect from the RNLI – from training advice to fundraising tips. Runners will also be invited to our legendary post-race party in the heart of central London. This year we're having a beach party, so come along and join in the fun.

If you think you have what it takes to face up to the challenge of running the FLORA London Marathon, and help us raise the funds to keep lifeboats afloat, call Sue Portsmouth on the RNLI help desk on

01202 663 234 today.


Lifeboats
Royal National Lifeboat Institution
Registered Charity Number 209633

People and Places

Birthday Honours

The following have been honoured by Her Majesty The Queen in the recent Birthday Honours:

For services to the RNLI

OBE

Dr Bill Guild – Life Vice President of the Committee of Management and an Honorary Life Governor (former member of the Medical and Survival Committee)

MBE

David Dodd – Hoylake lifeboat coxswain

Tony Hawkins – Dover lifeboat coxswain/assistant mechanic

Philip Missen – Porthcawl lifeboat crew member

Other awards

Knight Bachelor

Alderman Richard Nichols – The Rt Hon The Lord Mayor of London for service to the City of London (ex-officio member of the Committee of Management)

DCB

Valerie Strachan – Chairman, HM Board of Customs and Excise (member of the Committee of Management and the Establishment Committee)

KCB

Andrew Turnbull – Permanent Secretary, Department of the Environment, Transport and Regions

CBE

Eric Sawyer – Chairman, The Baltic Exchange for service to the shipping industry (ex-officio member of the Committee of Management)

MBE

Dr Tony Tricket – General Medical Practitioner for services to medicine and the community in Orkney (Longhope station honorary secretary)

On Station

The following lifeboats have taken up duty:

ALL WEATHER

Port St Mary – Trent 14-26 (ON1234) *Gough Ritchie II* on 21 May 1998

Barra Island – Severn 17-12 (ON1230) *Edna Windsor* on 13 June

Tobermory – Arun 52-41 (ON1143) *Ann Lewis Fraser* on 5 July

INSHORE

Clovelly – Atlantic 21 B531 on 14 May 1998 (temporary station duty)

Weymouth – Atlantic 75 B746 *Phyl Clare 3* on 18 May

Clifden – D525 on 19 May

Selsey – D533 on 26 May

Moelfre – D532 on 10 June

Penarth – D534 on 22 June

Skerries – Atlantic 75 B747 on 22 June

Weston-Super-Mare – D537 on 20 July

Aberdeen – D536 on 22 July

Newbiggin – B745 on 5 August

Lifeboat catches a Mermaid!

Exmouth lifeboat station caught the attention of a Westcountry Television cameraman when they landed a mermaid on lifeboat station open day.

Me-Shell (otherwise known as hairdresser Michelle Conneeley) sportily posed on Coxswain Keith Graham's lap for this memorable photocall on the Exmouth Trent, *Forward Birmingham*.

Dressed in thigh-length wig and cling-film fish garb, Me-Shell certainly grabbed the attention of the crowds on the dockside as she sang 'Sailor' and several other nautical songs from the lifeboat deck.



Picked by the Captain

In July Commandant Dheret, Captain of the *Barfleur*, drew the winning tickets of the RNLI's 82nd lifeboat lottery from the Brittany Ferry dockside in Poole.

Mr A. McFarlane of Perth won first prize – a fantastic French *gite* holiday including ferry crossings and spending money, which was generously donated by Brittany Ferries.

This lottery raised £199,720 and the cash prize winners were:

£1,000 – Miss J. M.

Cooper, London

£500 – Mrs J.

Grippin, East Molesey

£250 – Mr M.

Ginesi, Brighton

£100 – Mr W. Dempster, Shetland Islands; Mr

L. Cory, Basingstoke; Mr F. Telfer, Wokington;

Miss C. Fogg, Bolton; Mrs Y. Turner, Colchester.



Above – Commandant Dheret draws the winning ticket assisted by Julia Fish, Beckie Rose and Stephen Warner, Brittany Ferries General Manager, Poole.

Sheerness bless

During the Summer, a wedding blessing was held for the first time aboard the Sheerness lifeboat, *George and Ivy Swanson*.

Second emergency mechanic, Eamonn French and his wife Jill, together with friends and family, gathered for the blessing following their 'civil' wedding. But as the ceremony began the unthinkable happened – the crew pagers beeped and it was action stations!

Luckily it was a call for the inshore lifeboat to go to the aid of a speedboat and, after a breath of relief, the ceremony went without a hitch.

Later the happy couple held a reception at their home but the beepers went off again and the groom and other crew members present, had to race back to the station.



People and Places

Obituaries

With regret we report the following deaths:

Jan 1998

Howard Williams, Cardigan helmsman and mechanic from 1979 until his death.

Feb 1998

Vernon Evans, Cardigan helmsman from 1971 to 1986, station honorary secretary from 1986 to 1991 and DLA from 1991 to 1998. He was also chairman of the station management committee from 1996 until his death. Vernon has been previously awarded Thanks on Vellum twice and the silver statuette.

March 1998

Iolene Foxley MBE. Elected chairman in 1975 of the then Edgbaston and Harbourne ladies guild and remained an active committee member up to her death. In 1993 she was awarded with a certificate in recognition for her work.

April 1998

Bob Vowles, St Peter Port lifeboat station mechanic. He also served at the station as assistant mechanic and a crew member

May 1998

Frank Hayes, full time mechanic of Poole lifeboat. He became assistant mechanic in 1946 with promotion to part time mechanic in 1952 and was full time between 1962 and 1974. Frank was previously awarded a certificate of service and letter of thanks.

Mrs Ann Banner MBE, founder chairman of Billingham ladies guild. Appointed chairman in 1980, she took over the dual role of chairman/treasurer in 1990. When the guild closed in 1996 Mrs Banner supported the Tees Endeavour branch.

June 1998

Mr R. M. Addison OBE, RNLI Life Vice President. Mr Addison joined the Committee of Management in 1983 and was appointed a vice president in 1996 and life vice president in 1997. In addition, he also served on the Fundraising Committee from 1971 to 1988

Mrs B. Yager, president of Scunthorpe ladies guild. Mrs Yager supported the RNLI for many years prior to be made president of the guild in 1975. She was awarded the silver badge in 1997.

July 1998

Peter Squires, chairman of Christchurch branch. He was founder member of the branch in 1975 and during the past 23 years has held most offices within it. He retired in May 1997 due to ill health but still remained a member and gave help and support up until his death.

Mrs Anne Harrison. For ten years she organised the team of collectors in St Mary's Bay, Kent. In 1969 she was awarded the silver statuette.

Lt Cdr Reg Coombe RN (RTD), Hayle branch's first chairman when it was reformed in 1972. He continued as chairman for 10 years until retirement in 1982.

Mrs Jenny Taylor, chairman of St Agnes guild. She joined the committee in 1988, becoming vice chairman in 1990 and chairman in 1992.

Ride the Land of the Midnight Sun in the RNLI 1999 Arctic Cycle Challenge

Norway's Arctic Circle landscape is awesome - from the saddle of a bike it's even more so!

From 26 June-4 July or 10 July-18 July 1999, experience nine days of breathtaking scenery and eight nights of the Midnight Sun, as we cycle deep within the Arctic Circle to Nordkapp, Europe's northernmost point. We'll provide the bikes and the back-up, you provide the muscle for a 500km adventure that you will never forget.

You'll feel good, you'll be doing good, helping the RNLI raise essential funds.

So join us and the reindeer on the wildest ride of your life - The North Cape Escape.

For further information and an application form, please contact Sue Portsmouth on the RNLI's Help Desk, 01202 663234.



Lifeboats

Royal National Lifeboat Institution



£ The Fundraisers £

Palmer 'ands it over

Eastenders' dodgy geezer George Palmer (aka actor Paul Moriarty) presented a cheque to crew members of Brighton lifeboat in March. The presentation was held at the local pub, Spanish Lady, and was the result of a Race Night fundraiser which netted £500 for lifeboat coffers.

The presentation evening also raised a further £230 from raffles and donations from regulars of the pub. Unfortunately, Peggy was nowhere to be seen...



Racing overseas

British Forces based in Cyprus took part in the All Island Charity Raft Race at Dhekelia in June to raise money for the RNLI.

The event, which involved 34 raft entrants in varying categories racing around Dhekelia Bay, was completed by 62 Cyprus Support Squadron Royal Engineers who boosted lifeboat funds by £1,200.

Rude Bude!

Fundraising is never a drag for Bude lifeboat crew. They recently raised over £4,000 by baring all in two Full Monty shows, along with a Grand Auction which enabled two of them to enter the RNLI Arctic Cycle Challenge (see news pages for more details of the event).

Photographs from the popular 'Monty' shows were a bit steamy to print here but some of the lads (and a girl) took part in the show's drag performance and are shown just before taking the stage.



Rye remembered

Popular Warwick folk band, Meet on the Ledge, have included a track on their new CD which tells the story of the 1928 Rye Harbour lifeboat tragedy.

The band have performed the song, *Mary Stanford* of Rye, at a number of venues including the Black Horse music festival near Hastings where they were featured on Meridian Television. The band make collections wherever they play the song and have already raised £400 for the lifeboats.

Copies of the CD are available through Keith Harris on (01980) 611217 priced at £12. For every copy sold, £2 will be donated to Institution funds.

£ The Fundraisers £



Photo: Evening Gazette

Tony's club talk

Intrepid yachtsman and survivor Tony Bullimore, travelled up the country on 14 April to talk to members of the Ribble Cruising Club at Lytham and donated all admission fees to Lytham lifeboat station.

The event, which was also attended by many Lytham lifeboat crew members, was a complete sell out and the club very sportingly made up the receipts to a round £600 which was given to the RNLI.

Tony, who hit the headlines in January 1997 when he was rescued by the Australian Navy after spending five days in the Southern Ocean in his overturned yacht, is pictured (right) with Coxswain Paul Heyes of Lytham lifeboat (centre) and Andrew Rosser, Commodore of Ribble Cruising Club.

Titanic rescues lifeboat

Wells branch held a very successful fundraising event in January which raised £1,400 for the lifeboats.

Showing the blockbuster film, *Titanic*, local cinema aficionado Derek Cooper, made his 115 seat theatre available to the branch and waived all claims to takings.

At £10 a seat, including a glass of wine and a buffet, the tickets were quickly snapped up, thanks to the hard work of the branch and the publicity generated by the local press. Demand for the tickets was so high that the branch reckon they could have sold the tickets 10 times over – one lady even rang up the branch treasurer to reserve 40 seats.

Making £1,050 from the sales, the branch also left collection boxes in the foyer which generated a further £350. If writer James Cameron ploughs his profits into making *Titanic II*, you can be sure that the Wells committee will be manning the lifeboats – only this time they will be charging £100 per ticket!

'Gladi' made it!



Stormy Stan always seems to be getting in on the action and hobnobbing with the stars these days – here he is seen with Rhino from television's *Gladiators* at Morecambe Carnival in June.

Stan and crew members took part in the carnival parade, with the station's Landrover and launch tractor, collecting cash whilst the local guild sold souvenirs from their stall.



Backing the volunteers

Newent and district branch have enlisted the help of the Newent Platoon C Company of the Royal Glos and Wilts Regiment (ACF) to assist with fundraising activities over the last three years.

They annually help with house-to-house collections as well as getting involved with fetes and other events, including entering a successful team in the SW assault course challenge.

Eileen Sang, committee member pictured with Lt. Shayle and his platoon, said that they had been a tremendous support to the RNLI, helping the branch to raise £17,800 since its formation in 1993.

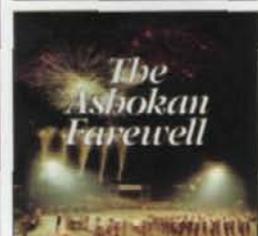
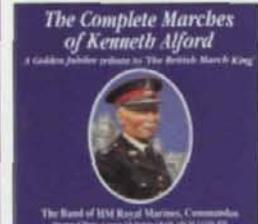
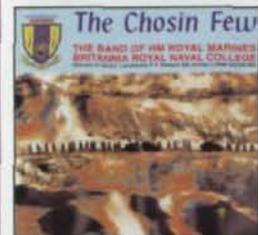
...In Brief...In Brief...

Members of **Birchington** and district branch planned another 'seadog saunter' – a sponsored walk along Minnis Bay, Birchington on 3 May. Despite very unkind weather the intrepid walkers and their canine friends raised well over £300 for the RNLI.

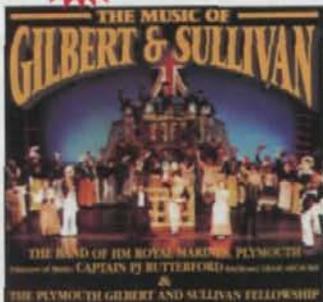
When Edna Todd of **Woodbridge** sent out invitations for her 90th birthday she stated that all gifts should be in the form of a donation to the RNLI – nearly £70 was raised as a result.

The RAF museum at Hendon held an emergency services weekend in May in which RNLI **Stanmore** branch took part. Stormy Stan was popular and much interest was shown in the 1/3 scale lifeboat model which was loaned for the event. Sales of souvenirs realised £457 and there were donations on £57.

In July **Greater London** office received an anonymous donation of £1,000 in cash with a small note saying, 'From someone who has cause to be grateful'.



Musical SHOWCASE



NEW

FROM THE RNLI

... the name synonymous with fine music recordings!

Lifeboats
Royal National Lifeboat Institution

**Prices: CDs - £12.00* each
Cassettes - £8.00* each**

**Prices include P&P on all orders from within the UK - Overseas postal rates on request*

SEND A LARGE SAE TODAY FOR MORE INFORMATION AND FULL PLAY LIST.

PLEASE ADDRESS ALL ORDERS AND ENQUIRIES TO:
RNLI WEST COUNTRY GROUP
A DIVISION OF RNLI (SALES) LTD.
WEST ROCK, THE CLEAVE, KINGSAND, TORPOINT, CORNWALL PL10 1NF. TEL: (01752) 822638

ALL CHEQUES SHOULD BE MADE PAYABLE TO: RNLI
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THE MUSIC OF GILBERT & SULLIVAN

THE BAND OF HM ROYAL MARINES, PLYMOUTH
CAPTAIN PJ RUTTERFORD
THE PLYMOUTH GILBERT AND SULLIVAN FELLOWSHIP

The Band of HM Royal Marines Plymouth and the Plymouth Gilbert & Sullivan Fellowship joining forces in this unique and remarkable recording, acclaimed by Gilbert & Sullivan enthusiasts and lovers of fine music alike! It features the music of Gilbert & Sullivan in a number of special arrangements by Ray Woodfield, a previous Royal Marines Director of Music, combined with two of their most popular overtures and suites arranged by Sir Charles Mackerras for his ballet "Pineapple Poll".

Captain P.J. Rutterford, Director of Music of the Plymouth Band has made a number of recordings and has also conducted various Gilbert & Sullivan societies throughout the country.

The recording combines new and very interesting band accompaniments with the familiar Gilbert & Sullivan songs and choruses in a refreshing production.



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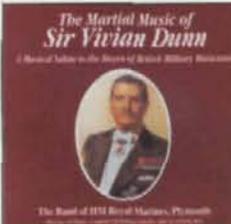
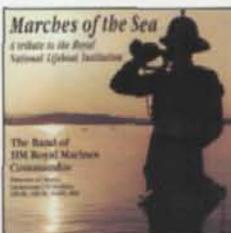
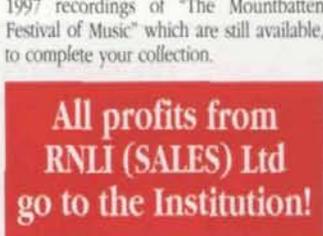
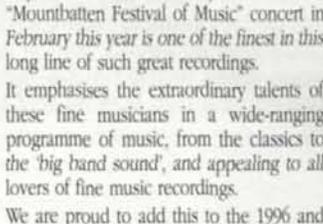
THE MOUNTBATTEN Festival of Music 1996

The Musical Director
The MOUNTBATTEN Festival of Music
LUCAS R. A. WELLS, FRAM HM

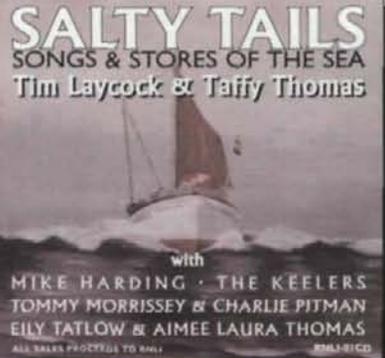
This recording by the Massed Bands of HM Royal Marines, in the Royal Albert Hall "Mountbatten Festival of Music" concert in February this year is one of the finest in this long line of such great recordings.

It emphasises the extraordinary talents of these fine musicians in a wide-ranging programme of music, from the classics to the 'big band sound', and appealing to all lovers of fine music recordings.

We are proud to add this to the 1996 and 1997 recordings of "The Mountbatten Festival of Music" which are still available, to complete your collection.



All profits from RNLI (SALES) Ltd go to the Institution!



NEW

from the RNLI

the name synonymous with fine music recordings!

TIM LAYCOCK & TAFFY THOMAS
with Mike Harding, The Keelers, Tommy Morrissey & Charlie Pitman, Eily Tatlow & Aimee Laura Thomas

Taffy & Tim, two of the country's leading story tellers, singers and musicians have combined with other performers to provide this fine recording specially for the Royal National Lifeboat Institution.

All profits from its sale go to the lifeboat service.

CDs - £12 CASSETTES - £6
(Prices include P&P on all orders from within the UK) - Overseas postal rates on request

ALL PROFITS FROM RNLI (SALES) LTD. GO TO THE INSTITUTION!

Lifeboats
Royal National Lifeboat Institution

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RNLI PULLOVERS

V-Neck with RNLI Flag embroidered with name, branch, station or crew etc.

100% Acrylic - **£24.00**

COLOURS: Navy, Black, Bottle Green, Burgundy, Red, Royal, Silver.

100% Lambswool - **£34.00**

COLOURS: Navy, Bottle Green, Burgundy, Graphite, Royal.

SIZES: 36/38, 38/40, 42/44, 46/48 & 50/52.



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With RNLI Flag embroidered with name, branch, station or crew etc.

80% Cotton/20% Polyester Fleece - **£24.00**

COLOURS: Navy, Black, Royal, Forest Green, Charcoal.

SIZES:
S M L XL XX
40 44 48 50 52

(White or Red available in S & XXL)

PRICES INCLUDE LETTERING AND P&P (UK)
PLEASE SPECIFY COLOUR, SIZE AND LETTERING WITH ORDER

WALL PLAQUES

Full coloured Houseflag in relief on 6 1/2" x 5 1/2" varnished shield

£20.00 (inc P&P (UK))
B&W engraved plate with your own wording £5.00 extra.

For that perfect presentation Appreciations, Retirements, Trophies etc.

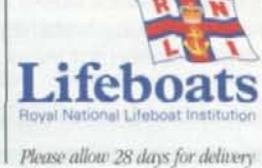


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RNLI BADGE

Embroidered Houseflag and white or red lettering on navy blue background approx. 3 1/2" x 3 1/2".



£12.00 (inc P&P (UK))
Including Branch, Guild Station or individual name or lettering.

Perfect for sbirts, blouse blazers or wet weather gear

Lifeboat launches

Station-by-station lifeboat launches for March, April and May 1998

Aberdeen

Arun, Mar 15, May 23 and 31
D Class, Mar 6, 15, 25, 29, May 4 and 23

Abersoch

Atlantic 21, Mar 1, Apr 11, 26, May 1, 2, 14, 17, 19 (Twice), 23 (Twice) and 25

Aberystwyth

Atlantic 75, Mar 13

Achill Island

Arun, Mar 30

Aith

Severn, May 10
Relief Arun, Mar 20

Aldeburgh

Mersey, Mar 21 and Apr 26
D Class, Mar 20, Apr 6, 26, May 17 and 21

Amble

Waveney, Mar 15, 16, 22, 24 (Twice) and 30 (Twice)
D Class, Mar 15, 28, May 16, 20, 22, 23, 24 (Three Times) and 30 (Twice)

Angle

Tyne, Apr 2, 16, May 10, 11 and 29
D Class, Mar 7, 9, Apr 12, May 7 and 12

Anstruther

Mersey, Mar 12 and Apr 23

Appledore

Relief Tyne, May 4, 10, 13, 20 and 29
Atlantic 75, Apr 2, 4, 17, May 1, 10 and 18

Aran Islands

Severn, Mar 1 (Twice), 16, 18, 19, 29, Apr 4, 12, May 2, 9, 11, 19 and 24

Arbroath

Mersey, Apr 19, 25 and May 5
D Class, Apr 19 and May 5

Arran (Lamlash)

Atlantic 75, Mar 18

Arranmore

Tyne, Apr 14, May 3, 4 and 20

Ballycotton

Trent, Mar 20, Apr 20, 24, 30, May 8, 12 and 27

Ballyglass

Arun, Mar 27

Baltimore

Tyne, Mar 14, Apr 7 and 28

Bangor (Co Down)

Atlantic 21, Mar 26, Apr 4, 5 and 14

Barmouth

D Class, Mar 18, May 24, 25 and 29

Barra Island

Arun, Apr 3, 17, May 3 and 7

Barrow

Tyne, Apr 28, May 2, 24 and 29
D Class, Apr 19, May 2 and 24

Barry Dock

Arun, Mar 8, Mar 14, 30 and May 10 (Four Times)

Beaumaris

Atlantic 21, Mar 28, Apr 17, 20, 25, 27, May 20, 22 and 25

Bembridge

Tyne, Mar 16, 30, Apr 4, 10, 18, 19, 29, May 12 and 16
D Class, Apr 11, May 3 and 4

Berwick-upon-Tweed

Mersey, May 23 and 26
D Class, May 26

Blackpool

D Class, Mar 26 (Twice), Apr 19 (Twice), 25, May 15 (twice) and 20

Atlantic 75, Apr 8, 25 and May 20

Blyth

Trent, Mar 29
D Class, May 8

Borth

D Class, Apr 6, 7, May 2 and 25

Bridlington

Mersey, May 30
D Class, Apr 13, 19, May 2, 9, 10, 22, 23 and 29

Brighton

Atlantic 75, Apr 6, 14, 18, 26 (Twice), 29, May 4, 5, 16 (Twice), 17, 24 (Twice) and 25

Buckie

Arun, Mar 1, 22, May 3, 12 and 16

Bundoran

Atlantic 75, May 17 (Twice), 18 and 30

Burnham-on-Crouch

D Class, Mar 1, 10, 29 (Twice), Apr 12, May 25 and 26
Atlantic 75, Mar 1, 10, 29 (Twice), May 17, 25 (Twice), 26, 28 and 30 (Twice)

Calshot

Brede, May 24

Campbeltown

Arun, Apr 8, 10, May 17 and 21
D Class, May 1

Cardigan

D Class, May 3, 20, 21 and 23
C Class, Mar 11, 22, 29 and 8
Atlantic 21, Apr 26, May 4 and 20

Castletownbere

Arun, Apr 7 and May 12

Cleethorpes

D Class, Mar 4, 5, 18, 28, Apr 14, 16, May 20, 23, 24 and 25

Clifden

C Class, Mar 4

Atlantic 21, May 10

Clogher Head

Mersey, Apr 25

Conwy

D Class, Mar 14, May 9 and 25

Courtmacsherry Harbour

Trent, Mar 5, 14, 15, May 17 and 18

Courtown

D Class, May 30 (Twice)

Criccieth

Atlantic 75, Mar 20, Apr 4, 6, May 3, 9 and 27

Cromer

Mersey, Apr 17 and May 11
D Class, Apr 28

Cullercoats

Atlantic 21, Mar 14, 21, 29, 30, Apr 28, May 15, 21 and 30

Donaghadee

Arun, Mar 10

Douglas

Tyne, Mar 3, Apr 22, May 16, 21 and 28 (Twice)

Dover

Severn, Mar 23, Apr 9, May 18, 29 and 30
Relief Arun, May 3 (Twice), May 6 and 11

Dun Laoghaire

Trent, Apr 14 and May 9
D Class, Apr 20 and May 30

Dungeness

Mersey, Mar 10 (Twice), Apr 1, May 16 and 22

Dunmore East

Trent, Mar 9

Eastbourne

Mersey, Mar 22, 25, Apr 7, 9, 16,

18, 19 (Twice), 23, May 3 (Twice), 8, 9, 13, 25 and 31
D Class, Mar 8, 19, 29, Apr 19, 22, May 8, 13, 14, 25 and 30

Exmouth

Trent, Mar 22, 23, Apr 18 and May 2

D Class, Mar 8, 23, Apr 3, 13, 27, May 2, 9, 19, 23 (Twice), 29, 30 and 31

Eyemouth

Trent, Mar 15 and Apr 23

Falmouth

Severn, May 16
Relief Arun, Mar 29
Atlantic 21, Mar 19, 29, Apr 13, 23 and May 16

Fenit

Arun, Mar 16, May 3, 5, 10 and 12

Fethard

D Class, May 24

Filey

Mersey, May 12

Fishguard

Trent, Mar 24, Apr 20, May 4, 10 and 29

D Class, Apr 20, May 22 and 29

Flamborough

Atlantic 75, Apr 19, May 6, 15, 23, 24, 28, 29, 30 and 31

Fleetwood

Waveney, Apr 27, 28, May 1 and 23

D Class, Mar 21, Apr 25 (Twice), May 1, 4 (Twice) and 28

Flint

D Class, Mar 30, Apr 24, May 4 and 19

Fowey

Trent, Mar 9, 11, 29, 31, Apr 17, May 4, 10 (Twice), 15, 23 and 30

D Class, Mar 9, 29, 30, 31, Apr 17, May 4 (Twice) and 10

Fraserburgh

Tyne, Mar 5, 30, May 6, 9, 10 and 26

Galway

Atlantic 75, Mar 13, 24, 27, 28, Apr 16, May 17, 23 and 29

Girvan

Mersey, Mar 3, May 25

Gt. Yarmouth & Gorleston

Atlantic 21, Mar 13

Happisburgh

D Class, Apr 28, May 17

Hartlepool

Relief Arun, Mar 20, 29 (Five Times), Apr 27, 28, May 23 and 24

Atlantic 21, Mar 13, 29, Apr 4, 27, May 23 (Twice) and 24

Harwich

Severn, May 12, 13 and 28
Atlantic 21, Mar 8, 13, 15, 16, Apr 6, 14 (Twice), 29, May 9 and 29

Hastings

Mersey, Mar 24, Apr 7, 18, 22 and 23

D Class, Mar 24, Apr 2, 12, May 18, 19, 22 and 30

Hayling Island

D Class, Mar 1, 29, Apr 13 (Twice), May 3 (Three Times), 13, 24, 25 and 27

Atlantic 75, Mar 29, Apr 13 (Twice), 19, 26, 29, May 3, 5, 10, 11, 13, 23 and 25

Helensburgh

Atlantic 21, Mar 26, Apr 2, 24, 28, May 8, 21 (Twice), 24, 26 and 31

Helwick Head

Atlantic 21, Mar 5, 9, 22, 28 and May 30

Holyhead

Relief Arun, Apr 12, May 3, 9, 24 and 30
D Class, May 3

Horton & Port Eynon

D Class, Mar 23 (Three Times), 27, 28, Apr 8, Apr 15, May 1, 7, 9, 10, 13 (Three Times), 24 (Three Times), 25 and 30

Howth

Arun, Mar 5
D Class, Mar 18, Apr 5 and May 15

Hoylelake

Mersey, May 14

Humber

Severn, Mar 11, 26, Apr 12, 21 and May 2

Hunstanton

Atlantic 21, Mar 8, Apr 4, 9, 13, 26 and May 16

Ilfracombe

Mersey, May 10 (Twice), 24 and 29

D Class, Apr 4, 12 and May 10

Islay

Severn, May 1

Relief Arun, May 31

Kilkeel

Atlantic 21, Apr 20

Kilmore Quay

Mersey, Mar 14, 17, May 8 and 24

Kinghorn

Atlantic 75, Mar 18, 19, Apr 20 and May 11 (Twice)

Kippford

D Class, Apr 13, May 2, 24 and 29

Kirkwall

Severn, Mar 16

Kyle of Lochalsh

Atlantic 75, Apr 21, May 2 and 23

Largs

Atlantic 75, Mar 15, Mar 20, Apr 16, May 12, 17, 24, 25, 29 and 31 (Three Times)

Larne

Waveney, Apr 9, May 3 and 29

Lerwick

Severn, Mar 7, 25 and Apr 10

Little & Broad Haven

D Class, Apr 12 and May 25

Littlehampton

Atlantic 21, Apr 5, 20 and May 8

Llandudno

Mersey, May 23 and 29

D Class, Apr 20, May 9, 15, 16, 17, 19 and 25

Lochinver

Arun, Mar 24, 25, May 9, 10, 11, 17 and 29

Lowestoft

Relief Waveney, Apr 6, 21, May 17, 23 and 28

Lyme Regis

Atlantic 75, Mar 22, Apr 11, 12, 14, 28, May 16, 21, 27, 28 and 30

Lymington

Atlantic 21, Apr 13

Lytham St. Annes

Relief Mersey, Mar 28, Apr 25, 28 and May 9

D Class, Mar 1, Apr 8, 10 and May 19

Mablethorpe

D Class, Mar 28, Apr 12, 14 and May 26

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Lifeboat launches

Continued...

MacduffAtlantic 21, Mar 5, 30, May 7,
12, 13 and 26 (Twice)**Mallaig**Arun, Mar 3, 27, Apr 3, 8, 10, 17,
May 2, 10, 16, 24, 26 and 30
(Twice)**Marazion**

D Class, Apr 16, 17 and May 31

MargateMersey, May 12 and 14
D Class, Mar 11, 28, Apr 3, 12,
25, 26, May 10 (Twice) and 24**Minehead**D Class, May 23 (Twice)
Atlantic 75, Mar 31, Apr 7, 20,
May 17, 23 and 28**Moelfre**Tyne, Mar 28, May 29 and 31
D Class, Mar 28, Apr 14 and May
17**Montrose**Relief Mersey, Apr 6, 7 and May
3D Class, Apr 6, 7 (Twice) and
May 3**Morecambe**D Class, Apr 19, May 10, 18, 19
and 22**Mudford**Atlantic 21, Mar 8, 15, 16, 19,
Apr 4, 5, 9, 20, 30, May 17
(Twice), 19, 23 (Twice) and 27**New Brighton**Atlantic 75, Mar 15 (Twice), 21,
27, Apr 21, 28, May 13, 19 and
20**New Quay (Cardiganshire)**Mersey, May 26
D Class, May 26 and 31**Newbiggin**

Atlantic 21, May 4

Newcastle (Co Down)

D Class, Apr 12 and May 3

NewhavenArun, Apr 10, May 15 (Twice), 17
(Twice), 18 and 25 (Three Times)**Newquay (Cornwall)**D Class, May 26
Atlantic 75, May 26**North Berwick**D Class, Mar 14, 15, May 1, 9
and 27**North Sunderland**Mersey, Mar 6 and Apr 28
D Class, Mar 6 and 13**Oban**Trent, Mar 9, 18, 20, 22, Apr 7,
12, 14 (Twice), 19 (Twice) 30
(Twice), May 4, 5, 15, 16
(Twice), 24 and 26**Padstow**

Tyne, May 1 (Twice) and 12

PenarthD Class, Mar 11, Apr 11, 12,
May 12, 24 (Twice) and 29
Atlantic 75, Mar 8, 15, Apr 9,
May 3, 4, 24 and 25**Penlee**Arun, Apr 3, 20, 25 (Twice), May
10, 17, 24 and 27**Peterhead**Tyne, Mar 24, 28, Apr 2, 25, May
2 and 16**Poole**Brede, Mar 1, 11, Apr 13, 25, 26,
May 2, 24 and 25
Atlantic 75, Mar 1, 6, 11, 22
(Twice), Apr 9, 11, 13, 25, 26, 27,
28 (Twice), 29, May 2
(Twice), 4, 7, 17, 19, 23, 24
(Twice), 25 (Twice) and 30**Port Erin**

Atlantic 21, May 13

Port IsaacD Class, Mar 3, 19, 21, 29, Apr
14 (Twice), May 1 and 28**Port St. Mary**Trent, May 13
D Class, Apr 30 and May 13**Port Talbot**D Class, May 2, 10, 17, 20, 22
and 28 (Twice)**Portaferry**

Atlantic 75, Mar 6, 18 and Apr 20

PorthcawlAtlantic 75, Mar 18, Apr 26, May
13 (Twice), 17 (Three Times) and
19**Porthdinllaen**

Tyne, Apr 13, May 3 and 10

Portpatrick

Tyne, May 13, 23, 26 and 31

PortreeTrent, Mar 9, 14, 27, Apr 13 and
May 23**Portrush**D Class, Apr 5, 18, May 10, 15
and 24**Portsmouth**D Class, Apr 1 (Twice) and 17
Atlantic 75, Mar 4, 22, 25, Apr 1
(Twice), 5, 17, 29, May 6, 10, 23
(Twice), 24 (Three
Times) and 31**Pwllheli**

Mersey, Apr 6, 11 and May 2

QueensferryAtlantic 75, Mar 8, 15, 16, 29,
May 12, 18, 23 and 25**Ramsgate**Trent, Mar 8, May 3, 10, 20 and
30Atlantic 21, Mar 19, 26, May 17
(Twice), 20, 23, 28, 29 and 31**Red Bay**Atlantic 75, Apr 14, 29, May 3
(Twice) and 17**Redcar**D Class, Mar 13 and 29
Atlantic 21, Mar 13, 14 (Twice),
29, Apr 27, May 23 and 24**Rhyl**D Class, Apr 14, 16, May 2 and
16**Rock**D Class, Apr 9, 12 (Twice) and
May 3 (Twice)**Rosslare Harbour**

Arun, Apr 3, 30 and May 29

Rye HarbourAtlantic 75, Apr 1, May 4, 10
(Twice), 15, 16 (Twice) and 17**St. Abbs**

Atlantic 21, May 22, 25 and 28

St. Agnes

D Class, Mar 15, Apr 11 and 13

St. BeesAtlantic 75, Mar 14, 22, Apr 6,
May 5 and 15**St. Catherine**

Atlantic 21, Apr 13 and May 9

St. DavidsTyne, May 3, 25 and 29
D Class, Apr 10, 11, May 3 and
27**St. Helier**Waveney, Mar 21, 22, Apr 13,
May 8, 16, 23, 24 and 26**St. Ives**Mersey, May 10, 14 and 27
D Class, May 21 and 30 (Twice)**St. Peter Port**Severn, Mar 21, Apr 15, May 25,
26 and 30**Salcombe**Tyne, Mar 28, Apr 25, May 10,
19, 23 and 30**Scarborough**Mersey, Apr 10, 19 and 25
D Class, Apr 8**Selsey**Tyne, Apr 5, 14, 23 and May 3
(Twice)

D Class, Mar 16, May 3, 13, 24, 29 (Twice) and 30
Sennen Cove
 D Class, Mar 24, Apr 28 and May 15
Sheerness
 Trent, Mar 21, May 10, 18, 25 and 31
 D Class, Mar 4, 11, 21, 29, Apr 4, May 16, 17, 18, 23 and 31
Sheringham
 Atlantic 75, Mar 5, Apr 3, May 11, 12, 25 and 29
Shoreham Harbour
 Tyne, Mar 7, 19, Apr 24, May 16 and 17
 D Class, Mar 19, Apr 18, 24, May 6, 10, 16, 20 and 25 (Four Times)
Silloth
 Atlantic 75, May 24, 29, 30 and 31
Skegness
 Mersey, Apr 11 (Twice) and May 26
 D Class, Mar 30 and May 25
Skerries
 Atlantic 21, Mar 7, May 18, 21, 27 and 31 (Twice)
Southend-on-Sea
 D Class, Mar 12, 14 (Twice), Apr 5, 29, May 1, 17 and 31 (Twice)
 Atlantic 21, Mar 19, 21, Apr 1, 5, 6, 10, 19 (Twice), 29, May 3, 8, 9, 10, 16, 17, 22, 24, 25 (Twice) and 31
Southwold
 Atlantic 21, Mar 26 and Apr 26
Staithe and Runswick
 Atlantic 21, May 03
Stornoway
 Arun, Mar 3 and Apr 9

Sunderland
 Trent, Mar 17, 24, 29, Apr 13, 30, May 3, 4, 5, 8, 17 (Twice), 27 and 30
 D Class, Mar 24, 27, Apr 13, 21, 30, May 4, 5, 12 and 17 (Twice)
Swanage
 Mersey, Apr 10, 25 and 26
 D Class, Apr 13 (Twice) and May 4
Teesmouth
 Tyne, Mar 13, 22, 29 (Twice), Apr 9, 22, 25 and 23
Teignmouth
 Atlantic 21, Mar 24, Apr 2, 13 (Twice), 26, May 8, 16 and 29
Tenby
 Tyne, Apr 2, May 13, 21, 22 and 29
 D Class, Apr 8, 26, 29, May 3, 4, 14, 19, 28 and 29
The Lizard
 Tyne, Apr 6, May 9 (Twice), 23 and 30
The Mumbles
 Tyne, May 2 and 8 (Twice)
 D Class, Mar 1, Apr 9, 14, May 6, 16, 17 and 24 (Twice)
Thurso
 Arun, Apr 17, 18, 26 and May 10 (Twice)
Tighnabruaich
 Atlantic 75, Apr 13, May 2 and 25
 Atlantic 21, Apr 6
Tobermory
 Arun, Apr 3 and 17
Torbay
 Arun, Mar 1, 9, 15, 16, 17, 18, 23, 29, Apr 2 (Twice), May 1, 4, 9, 20, 25 and 30 (Twice)
 D Class, Mar 1, 18, Apr 10

(Twice), 12, 25, May 10, 13, 14, 15, 17, 20, 21, 23, 25 and 26
Tramore
 D Class, Mar 22
Trearddur Bay
 Atlantic 75, Apr 7, 26, May 2, 3, 9, 10 and 22 (Twice)
Troon
 Arun, Mar 14, Apr 17 (Twice), 21, 29, May 2, 17 and 26
Tynemouth
 Arun, Mar 6, 29 (Twice), Apr 3, May 4, 9 and 30
 D Class, May 30
Valentia
 Severn, Mar 24, Apr 11, 14, May 3 and 5
Walmer
 D Class, May 20
 Atlantic 21, Apr 9, 26, May 4, 11, 13, 17 and 20
Walton & Frinton
 Tyne, Mar 8, 10, Apr 21 and 30
Wells
 Mersey, May 11 and 12
 D Class, May 11, 12 and 26
West Kirby
 D Class, Mar 30
West Mersea
 Atlantic 21, Mar 7, 29, 30, Apr 3, 9, 11 (Twice), 18 (Twice), 22, May 10, 14, 15, 17 (Twice), 25 (Three Times) and 30 (Three Times)
Weston-Super-Mare
 D Class, Mar 6, Apr 10, 18, May 2, 16 and 17
 Atlantic 21, Apr 18, May 3 and 16
Weymouth
 Arun, Mar 27, 28, 29, Apr 2, 5 and 19

Atlantic 75, May 18
 Atlantic 21, Mar 1, 5, 28, Apr 3 (Twice), 5, 12, 13, 14, 24, 29 and May 7 (Twice)
Whitby
 Trent, Mar 6 (Twice), 15, 20, Apr 25, 27, May 22 and 29 (Twice)
 D Class, Mar 19, Apr 11, 14 and 27
Whitstable
 Atlantic 21, Mar 6, 7, 8, 21, Apr 1, 4, 12, 22, 29, May 8 (Twice), 9 (Three Times), 16, 17, 24, 25 (Twice), 28 and 31 (Twice)
Wick
 Trent, Mar 6, 9, Apr 27 and May 8
Wicklow
 Tyne, May 25
Withernsea
 D Class, May 17 and 24
Workington
 Tyne, Apr 6 and May 14
Yarmouth (I.O.W.)
 Arun, Mar 4 (Twice), 28 (Twice), Apr 9, 12, 21 and May 19
Youghal
 Atlantic 21, Mar 30 and May 27
 On Passage,
 O.N. 1234 Trent, Apr 25 and May 4
 O.N. 1232 Severn, Apr 2
 O.N. 1133 Relief Tyne, May 8 and 10
 O.N. 1110 Tyne, Apr 25

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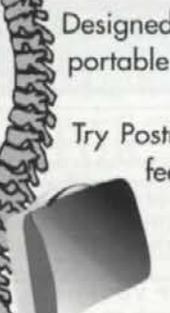
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