

The ***Lifboat***

Winter 1998/9

The magazine of the RNLI

In this issue...

- **A Manx Tale**

Sir William Hillary and the founding of the RNLI

- **Anniversary Photo Competition Results**

all the winners

- **Blackpool Illuminated**

new visitor centre unveiled

- **Lifboat Services**

Bronze Medal and Thanks on Vellum



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of saving lives at sea



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1824 – 1999

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The Lifeboat

Winter 1998/99

In this issue...

Volume 56 Number 546

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



Celebrating 175 years of the RNLI. Today's Tyne class contrasts with a nine-knot Oakley and a pulling lifeboat from the early years of the 20th century, while one of the early D class lifeboats gives a hint of things to come.

Main photo by Rick Tomlinson

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Station-by-station lifeboat launches for June and July 1998

SEA Check under way

The RNLI's Sea Safety team has been helping to educate sea users of all kinds since the initiative was first launched some four years ago, but it is now breaking new ground with its SEA Check scheme.

SEA Check (**S**afety **E**quipment **A**dvisory **C**heck) aims to help boat owners keep their boats safe by offering a free check of the equipment which they carry. A pilot scheme has been running on the stretch of coast between Poole and Lymington and, if all goes to plan, the scheme will be recommended for national coverage next year.

Boats meeting the relevant standards in the various categories are awarded Standard, Silver or Gold award stickers to display.

The SEA Check volunteers all have considerable lifeboat or small boat experience and then have additional training by RNLI staff.

SEA Check Co-ordinator Ian Benham is pleased with the results so far. 'In the first two weeks we checked 30 boats,' he said,

'with another 30 waiting!'

Yacht clubs, harbourmasters and associations of all kinds have welcomed the scheme and are keen to support it.

So far the indications are that boats which belong to some form of club or association are generally well equipped, but that many which are trailed down to the coast are much less so.



Volunteer checker Derek Thorington (right) is briefed by SEA Check Co-ordinator Ian Benham (left) aboard the boat of Mike Houchen (centre)

Offshore hits 20,000



The Southampton Boat Show last September saw the RNLI's Offshore membership scheme pass another milestone when member number 20,000 signed up.

Jason Heyes (right) is relatively new to boating and keeps his 25ft Fairline Sunfury at Port Solent.

NEWSPOINT

So, we enter another new year. The impending start of a new millennium next January may tend to overshadow the celebrations this year to some degree, but no matter how important 2000 may be, it is 1999 that concerns the RNLI at the moment.

For, in addition to dealing with the ever-increasing number of calls on its services, making sure that it has the crews and equipment to cope with them and sufficient funds to work with, it also has the enjoyable task of celebrating its own notable anniversary.

It was 175 years ago this coming March that Sir William Hillary founded the organisation which soon became the RNLI, and in the serious world of lifeboats and lifesaving no one can begrudge the Institution a little celebration. Indeed a little self-congratulation might be allowed as in those 175 years the RNLI has progressed to become one of the most noted sea rescue services in the world.

Its international stature is reflected in the efforts that other lifeboat services are making to be represented at this year's *International Lifeboat Conference*, which is being held in Poole, with many bringing their own classes of lifeboats to

take part in the grand flotilla and sail past in June.

This pre-millennium year sees other changes too. As reported in the previous issue of *The Lifeboat* Lt Cdr Brian Miles retired at the end of last year after 11 years as the RNLI's Director out of his total 34 years' service. Brian Miles led the lifeboat service through some momentous changes and triumphs, among them the successful change to an all-fast fleet. During his long service he also experienced the sadder side of the lifeboat world, particularly the loss of friends and colleagues in the thankfully rare lifeboat disasters which occurred during those three decades.

The Institution's new Director, Andrew Freemantle, brings with him many years of experience in the world of emergency services and will, no doubt, also bring his own ideas and interpretations. He too will see triumphs, although we profoundly hope there will be little sadness.

It is in this way that the RNLI has managed to retain its unique character: 175 years of history; tradition by the bucketful; and the most up-to-date lifeboat fleet in the world!

The Lifeboat is published four times a year and is sent free to RNLI Members and Governors. The next issue will be Spring 1999 and will appear in late March 1999.

News items should be received by 31 Jan 1999, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, *The Lifeboat*, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be

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

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

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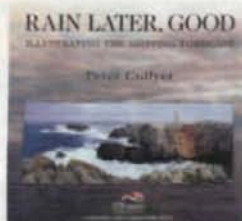
Anniversary news



The RNLI's 175th Anniversary Roadshow takes to the road this year and will be visiting a variety of popular locations to spread the word. Details of the venues will be published when they are finalised.

Don't forget, copies of the RNLI's official 175th anniversary publication, 'Rain Later, Good –

Illustrating the Shipping Forecast', are still available. The book by Peter Collyer takes some of the mystique out of the regular broadcasts with a series of delightful miniature paintings and idiosyncratic text, covering 31 sea areas and 13 coastal stations.



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.

175 years of saving lives at sea Main events calendar – January to May

1 January New Year's Day Parade, London.

7 - 17 January Launch of Anniversary at London Boat Show.

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 (branches and guilds' special events) begin all over the country.

April (Easter Weekend) Launch of spectacular lifeboat flume ride at a 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.

27 May AGM and Presentation of Awards, London

Come see the show

Readers who receive their copy of *The Lifeboat* in time to visit the London International Boat Show (8-17 January) will once again find an exciting RNLI stand at 60E.

This year visitors will see a display of crew members through the years, a huge video wall, model lifeboats, a representation of a lifeboat wheelhouse plus the usual souvenir sales outlet and membership recruitment.

At the time of going to press the design was still being finalised but the illustration gives a good impression of what the stand will look like.

See us
on stand
60E



Howay the Smugglers!

The Cromer Smugglers, a group of North Norfolk singing fundraisers, launched themselves on a weekend of celebration in October.

The group travelled to Tynemouth to witness the naming and dedication of the D class lifeboat *The Cromer Smuggler* for which they raised the cash. It was a proud moment for the Smugglers and their founder, Cromer lifeboat mechanic Paul Wegg – it had been his ambition since forming the group in 1993 to have the name celebrated in the form of a lifeboat.

The lifeboat was handed over to Mrs Alison Saunders of the RNLI's Committee of Management and, following the naming performed by Cromer town council chairman, Mr Keith Johnson, the lifeboat was handed into the care of David Stonehouse, Tynemouth station secretary.

Celebrations continued well in to the night as the Smugglers gave a performance to raise funds for the local branch.



Keith Johnson, Cromer town council chairman, pours champagne over the newly-named lifeboat during the service at Tynemouth.

Double ceremony at Tighnabruaich

After weeks of torrential rain it seemed almost a miracle that the sun was shining on 8 August for the naming ceremony of Tighnabruaich's new Atlantic 75. Mrs Preston, who with her husband Alec had given the boat, travelled up from Lancashire to name the lifeboat *Alec and Maimie Preston*.

Mr Cubie, a vice convener of the Scottish Lifeboat Council, accepted the boat on behalf of the RNLI and handed her into the care of Ronnie Irvine, the station's honorary secretary. A service of dedication followed and Andy Sim, former station secretary, cut the tape to open the new boathouse. Mrs Preston christened the lifeboat with a good splash of whisky and the boat was launched for a mock rescue before meeting the paddle steamer *Waverley*.

Following a buffet, Mrs Preston took a trip around the bay in the lifeboat but was happy to travel at something less than 32 knots!



Photo: Richard Newton

Lifeboat crew pick the winning few

Crew members from Calshot, Cromer and Ballyglass drew the winning tickets for the RNLI's 83rd lottery on 30 October.

The lottery raised £192,000 and first prize of £2,000 was won by Mr Devney of Crewkerne. The other cash prize winners were:
£1,000 Mrs R Williams, Stafford
£500 Mr G Prin, Maidstone
£250 Mr R Bradbury, London
£100 Mr P Coatesworth, Buckingham; Mr Whetton, Bingley; Mr B Williams, Cheshire; Mr H B J Gilmartin, Croydon; Mrs A M Powles, Harpenden.

Right: Crew members draw the winners for the 83rd national lifeboat lottery assisted by Julia Fish, lottery development officer.



New lifeboat for Newbiggin

A warm and sunny day greeted the 500 guests who attended the naming ceremony of Newbiggin's new Atlantic 75 lifeboat on 22 August at the station's newly refurbished boathouse.

The funding of this lifeboat was thanks to the continued support and fundraising activities of the Civil Service Motoring Association (CSMA) and Frizzell Financial Services.

Andrew Noble, chairman of the Liverpool Victoria group, handed the lifeboat over to the RNLI which was accepted by Kieran Nash, divisional inspector of lifeboats for the North. Stan Green, Newbiggin station secretary, accepted the lifeboat on behalf of the station and a service of dedication followed. John Herington, chairman of the CSMA, then named the lifeboat *CSMA 75th Anniversary*.



Photo: Richard Newton

Picture this!

Supporters have a chance to win another valuable prize in the Spring lifeboat lottery. First prize is a fantastic visual equipment package including a camcorder and an SLR camera. Also included is the latest APS camera – great for quick snapshots – an underwater camera and a pair of image stabilising binoculars. Runner-up prizes include cash ranging from £1,000 to £250 and a further 12 camera kits. All the visual equipment has been kindly donated by Canon. You can win any of these great prizes for as little as 50p, while supporting the lifeboat service.

Remember to return your tickets to Rebekah Rose at RNLI HQ before 16 April. If you would like more tickets, or do not receive any tickets and would like to, please ring Rebekah on (01202) 6631219.



New D class named at Moelfre

Crowds flocked to Moelfre lifeboat station on 29 August to witness the naming and dedication of the station's new D class lifeboat.

The weather was perfect for the ceremony for the inshore lifeboat, which was donated by an anonymous lady from East Anglia in memory of her late husband.

Proceedings were opened by Dr. Owen Jones, chairman of Moelfre lifeboat station branch and Andrew Clift, divisional inspector of lifeboats for the West, described the lifeboat.

Sue Hennessy, personal donations manager representing the donor, handed the lifeboat into the care of Moelfre station and its honorary secretary, Evan Jones.

Following a service of dedication conducted by Reverend Dr. Graham Lovelock and Reverend Hugh John Hughes, Claudine Trewweek, secretary of the station's sales outlet, named the lifeboat *Kingsand*.



Diary date – AGM and APA

The RNLI's 1999 Annual General Meeting and Presentation of Awards will take place on Thursday 27 May at 1130 and 1430 respectively. Both meetings will be held in the Barbican Hall, Barbican Centre, London and the name of the guest speaker will be announced as soon as it is known.

Governors will receive an application form with this issue of *The Lifeboat*. If supporters would like tickets to the APA they should contact the AGM office at RNLI headquarters before the end of March.

Berkhamstead award

On 14 October, Sarah Halls, Eastern regional manager, presented the Berkhamstead branch with the ICFM Professional Fundraising Award.

The branch's Golden Jubilee appeal for a D class lifeboat for Happisburgh, which raised £20,000, won the category of best regional/local fundraising.



Picture courtesy of the Gazette, Hemel Hempstead.

Winning design



The Gecko Marine safety helmet, co-developed and used by the RNLI, was chosen as the winner of this year's 'Winning by design' awards.

As well as being the overall winner of the West Country awards, the BSI approved helmet came first in the Product design category.

Technicoloured lifeboat taxi

Londoners were the first to see the RNLI's colourful '175' vehicles when they made their debut appearance in the Lord Mayor's Show on 14 November.

The two main exhibits, a London taxi resplendent in lifeboat livery and a 40ft road trailer made to look like a Severn class lifeboat, will be used to help raise awareness of the lifeboat service during the 175th anniversary celebrations this year.

Storm Force mascot, Stormy Stan, also made a special appearance in the parade.



Lifeboats inland



In October, RNLI lifeboats were sent by road to help people trapped by floods in the Midlands.

Three D class lifeboats were operating in Hereford from Friday 23 October, involved with evacuating elderly and disabled people from their residential homes. The inshore lifeboats returned to Poole when the floods began to recede on the Sunday – only to return on the Tuesday when the rains continued. A further three lifeboats were sent out to assist on 30 October.

Crew members from West Kirby, Porthcawl, and Penarth gave up their own time, away from their jobs, to man the lifeboats along with Land Rover drivers and West Kirby's station secretary.

The RAF drops in...

Cromer lifeboat got a helping hand from the skies on 7 September as one of the final pieces of the new station was airlifted in by RAF Chinook helicopter.

The three tonne winch, used for recovering the lifeboat back up its slipway, was too heavy to be delivered via Cromer pier so RAF Odiham, 7 Squadron delivered it directly outside the new building.

In addition, members of the public were fortunate enough to witness a thrilling display of flying skills during an exercise with the lifeboat.

The exercise included the transfer of the assistant Coxswain to the stern of the lifeboat – the first time that such a live exercise has been completed with a Chinook helicopter on the East coast.



Isle of Man Post Office 175 Years of the RNLI Stamp Issue

The Isle of Man Post Office, as part of the RNLI's 175th Anniversary celebrations are proud to announce the issue of a set of stamps commemorating the Isle of Man's long standing relationship with the Lifeboat organisation.

It was whilst living on the Isle of Man that Sir William Hillary first saw the need for a co-ordinated lifesaving service and his efforts both in setting up the organisation and his own personal bravery during rescue missions have made him a legendary former resident.

The stamps feature shots of lifeboats from each of the Isle of Man's stations by world-renowned marine photographer Rick Tomlinson, and are complimented by a £1 'Mini-Sheet' commemorating Sir William Hillary himself.

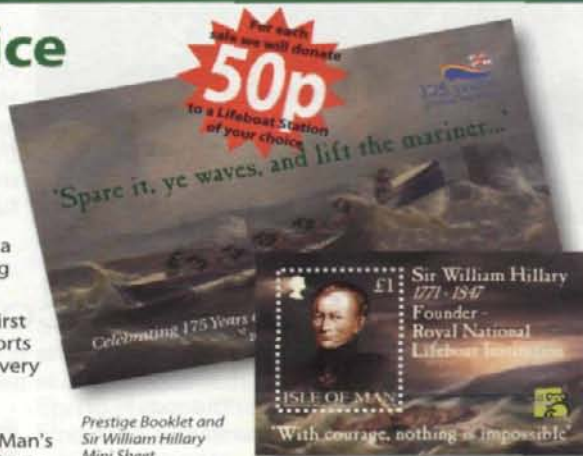
They are available in a prestige 24 page booklet, featuring an in-depth history of the Island's special relationship with the RNLI as well as the stamps and mini-sheet, and a special 'stamp-on-stamp' page.

50p from the proceeds of each sale will be donated by the Isle of Man Post Office to a lifeboat station of your choice.

Also available are first day covers for both stamp issues and presentation packs, both of which have additional information about the Isle of Man's Lifeboats and their history.



Upon completion of the order form, send to:
IOM Post Office Philatelic Bureau, PO Box IOM,
Douglas, Isle of Man, IM99 1PB, British Isles.
or call for further details:
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Fax: 44 (0) 1624 686132
E-mail: stamps@po.gov.im



Please send me the following items from the 175th Anniversary stamp issue:

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☐ C93 - Pair of First Day Covers - £3.64
☐ S23 - RNLI Booklet - £4.64

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Payment can be made by cheque, Visa, Mastercard or Access
I enclose payment of: (please add 50p p+p)

Credit Card Number

Issue Number: Expiry Date:

Signature:

Name:

Address:

Postcode:

Caught in the web...

The World Wide Web and the Internet in general are said to be the fastest growing phenomena ever, and no-one who is involved with them would begin to doubt it.

The RNLI has had its own web site for some years now, and there are plans afoot to update it further as interest continues to grow.

Currently the site's content includes the general organisation of the RNLI, the classes of lifeboats and much of the information literature which is available in paper form.

The latest addition to the pages available on the existing site reflect the RNLI's growing role in the prevention of accidents at sea. The considerably revamped Sea Safety site claims to be the first website in Europe to have interactive training sections and an interactive quiz on boating and beach safety.

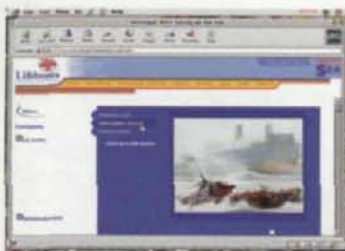
It also contains useful links to other organisations and displays updated statistics that relate to lifeboat-attended incidents.

The full range of Sea Safety literature is available for downloading and excerpts from the Sea Safety videos can be viewed on screen.

RNLI Official Homepage www.rnli.org.uk **Sea Safety** www.seasafety.org.uk

Useful RNLI email addresses General information: info@rnli.org.uk Sea Safety: seasafety@rnli.org.uk Membership enquiries: sportsmouth@rnli.org.uk

The Lifeboat (editorial): thelifeboat@rnli.org.uk



Websites of interest...

Please note that this list has been compiled from a variety of sources – we have not been able to check them all. If any reader has any additions or corrections we would be pleased to hear from them.

Bamburgh – Grace Darling Museum:
<http://www.northumberland.gov.uk/vg/museums.htm#darling>

Anstruther:
<http://users.zetnet.co.uk/anstrutherlifeboat/index>

Aran Islands:
<http://homepages.iol.ie/~wcronin/aranislands.html>

Bridlington:
<http://www.hypnos.co.uk/bridlington/lifeboat.htm>

Bembridge:
<http://www.forelands.demon.co.uk/lifeboat.html>

Buckie:
<http://www.moraymicro.demon.co.uk/bbw/org/lifeboat/index.htm>

Burry Port:
<http://www.ndirect.co.uk/~rgriffiths/rnli.htm>

Clifden:
<http://homepages.iol.ie/~wcronin/clifden.html>

Coastguard Agency:
<http://www.coastguard.gov.uk/safety/rnli.htm>

Courtmacsherry:
<http://www.sleeping-giant.ie/courtmacsherry/courtmacboat/index.htm>

Chatham Historic Dockyard (Lifeboat! collection):
<http://www.seetb.org.uk/ptov98/stand98/ms980031.htm>

Criccieth:
<http://www.geocities.com/Yosemite/Rapids/6691>
<http://treespace.virgin.net/~r.cadwalader/lifeboat.htm>

Dun Laoghaire:
<http://www.indigo.ie/rnli/dunli.html>

Exmouth:
<http://www.exmouth-guide.co.uk/lifeboa.htm>

Falmouth:
<http://www.silverquick.com/falmouthlifeboat>

Fenit:
<http://brandon.rtc-tralee.ie/cra/lifeboat.html>

Fishguard:
<http://www.transmit.demon.co.uk/lifeboat.htm>

Galway:
<http://www.geocities.com/Yosemite/Rapids/8982>

Harwich:
<http://www.btinternet.com/~rnli>

Hoylake:
<http://www.vwlowen.demon.co.uk/wirral/lifeboat.htm>
<http://www.vwlowen.demon.co.uk/wirral/hilbre.htm>

Isle of Man:
<http://www.visitbritain.com/destinations/areas/lorr/rnli.htm>

Kilrush:
<http://homepages.iol.ie/~wcronin/kilrush.html>

Kinghorn:
<http://www.cee.hw.ac.uk/~ceesam2>

Llandudno:
<http://www3.mistral.co.uk/jjgreen/lifeboat/website/index.htm>

Lytham St Annes:
<http://www.netlink.co.uk/users/ntc/lytham/lifeboat/museum.html>

Padstow:
http://www.users.globalnet.co.uk/~mordros/padstow/main_ib.html
<http://www.cornwall-online.co.uk/northcornwall/padstow.htm#lifeboat>

Port Erin:
<http://homepages.enterprise.net/ateare/rnli>

Porthleven:
<http://www.web-direct.co.uk/porthleven>

Red Bay:
<http://www.campus.bt.com/campusworld/orgs/org262/rnli/redbay.html>

Redcar:
<http://www.btinternet.com/~rnli/redcar>

Zetland lifeboat museum:
<http://dean.zebra.co.uk/neon/art-lei/museums/cleveland/cimuseum.htm#life>

Shoreham:
<http://www.homeusers.prestel.co.uk/freelance/shoreham.htm>

Skerries:
<http://www.geocities.com/Yosemite/Trails/7427>

Sligo Bay:
http://www.rossepoint.com/sligo_bay_lifeboat.htm

St Bees:
<http://www.outrigg.demon.uk/rnli1.htm>

St Donats (Atlantic College):
<http://www.rmpc.co.uk/eduweb/sites/atlantic/lib.html>

Stornoway:
<http://www.hebrides.com/sphc/res.htm>

Stourbridge Branch:
<http://www.petford.demon.co.uk/kaleidos/rnli.htm>

Tenby:
<http://www.btinternet.com/~nimmgo>

Thurso:
<http://www.caithness-mm.co.uk/discover/essential/essboats.html>

Walton-on-the-Naze:
<http://www.wonz.demon.co.uk/walton2.htm>



Appeal update

This Autumn the Crew Training Appeal celebrated reaching the halfway point towards its target of £5m. Exactly one year after the appeal was launched at the Bank of England, Viscount Younger, chairman of the Royal Bank of Scotland, presented Tracey Edwards and Lady Cooksey, appeal chairman, with a cheque for £150,000 which saw the appeal total officially surpass £2.5m. This contribution was raised through the RNLI Affinity Mastercard scheme.

Other ways in which the money has been raised include: Lawyers for lifeboats, a

syndicate of sailing barristers; a reception held on board the tall ship *Matthew*, at the International Festival of the Sea; and through the kind help of the appeal's patrons, who now number 85 and continue to help with their influence and connections.

In 1999 the RNLI will spend the equivalent of £4,000 at each station plus general costs. The appeal has successfully funded 80 stations so far, and another 30 have some funding or are under way.

However the appeal still needs an awful lot of help to reach its target and if you have any ideas please do not hesitate to contact: Julian Barrell, Crew Training Appeal, RNLI Greater London office, 20 Buckingham Street, London WC2N 6EF. Tel (0171) 839 3369.



A greeting...

From the Director, Andrew Freemantle

To say that Brian Miles will be a hard act to follow is something of an understatement. Brian's commitment to, and knowledge of, the Institution is an example to us all and I would like to take this opportunity of thanking him for his kindness and patience during my take-over period.

I had previously thought a three month hand-over would be too long - I now realise that it was barely enough to gain a proper insight into the culture, values and complexities of the RNLI.

The Institution is in good shape. Having spent over 26 years in the Forces followed by eight years running a national emergency service, I can certainly vouch for the high esteem in which the RNLI is held by all those in uniform.

The Institution recently embarked on a dynamic strategic plan to cover the next five years. This plan builds on the bold decision made some years ago to improve lifeboat cover by introducing 25-knot Severn and Trent lifeboats with the strategic target by the Year 2000 of reaching:

- 95% of casualties inside territorial waters within 30 minutes of launch, and
- virtually any point out to 50 miles off the coast within two and a half hours of launch in fair weather

Achieved

The fact that these targets will be achieved is no mean feat and it will involve the deployment of 45 Severns and Trents (indeed, during 1998, five Severns and two Trents were deployed) and Atlantic 75s to at least half our Atlantic stations.

Following the completion of a study into Lifeboats Beyond 2000, a contract has just been awarded for a prototype Fast Slipway Boat (FSB2) to enter service in 2003. Other developments to meet future demands on the Service, involve feasibility studies on three other new types of lifeboats - a Fast Inshore Boat (FIB1) to enter service in 2000; a new inshore boat (IB1) to enter service in 2001 and a Fast Response Boat (FRB1) to enter service in 2002.

These and many other developments (for example, major improvements to our shoreworks) have only been possible because of the RNLI's current sound financial position. This situation has also allowed our expansion into more preventative action in the form of a range of sea safety initiatives in partnership with other agencies and organisations sharing the common aim of safety at sea.

At the forefront of these is the SEA Check scheme recently piloted at selected locations along the south coast. Such has been the success of this initiative that we now intend to extend it around the coast of the UK and the Republic of Ireland.

The introduction of faster, more complex, all-weather lifeboats means that our volunteer crews need to be even better trained in the future than they have been

in the past. With this in mind a thorough review of operational training needs was conducted last year.

The Review concluded that competency based training (CBT) should be introduced as soon as possible to establish externally recognised and accredited qualifications for lifeboat crew members. Not only will this greatly enhance the professional standing of lifeboat crews in the maritime environment but it will provide transferable skills.

Views on this recommendation were sought from operational crews at a series of coastal conferences run by the Chief of Operations and I am pleased to report there was widespread support for the idea. To provide further impetus to this initiative a third Inspector of Lifeboats will shortly be recruited in each lifeboat Division, specifically to manage the introduction of competency based training.

Opportunities

I count myself as very fortunate to have joined the RNLI on the eve of its 175th anniversary. The calendar of events already published and many others that are planned will provide a wide range of excellent opportunities to raise public awareness of the

RNLI throughout a very special year.

I, of course, look forward very much to providing whatever support I can to all the hard work that has already been done. I write this short submission before I have actually taken over as Director, and I know that I still have a very steep learning curve ahead.

However, what shines like a beacon wherever I have been so far, whether it be on the coast, fundraising or at our Poole headquarters, is the enormous amount of dedication, pride and determination that exists throughout the Institution to which I very much look forward to being of service.

May I take this first opportunity of thanking all of our supporters for everything they do for our wonderful Institution and wishing you on behalf of everyone in Poole, all the very best of health and good fortune in the new year.

With Best Wishes.

Andrew Freemantle





I am writing these few words during the final few weeks before my retirement as Director. By the time they are read Andrew Freemantle will have succeeded me and I know he will do an outstanding job. I have greatly enjoyed his company during our hand-over programme and I know how much he is looking forward to this new challenge and to meeting as many of our supporters as possible in the future.

I can only confirm once more that it has been a tremendous privilege to serve the RNLI for over 34 years including my final 11 years as Director. They have been years of continuing and far reaching change and development in so many areas of our activities. I have seen first hand the transition from the conventional lifeboat era to the faster and more complex all weather and inshore lifeboats of the

present fleet. This has placed ever increasing demands on our crews in terms of commitment to training both ashore and afloat, demands that have been met with a dedication and enthusiasm which are an inspiration for us all.

Calls on lifeboats have doubled in the last 10 years alone, which again reminds us of the commitment placed on our crews which must never be taken for granted. Our crews would however be the first to confirm how they in their turn derive so much inspiration from the knowledge that it is thanks to the efforts of so many of our supporters that the RNLI can proudly continue to declare that it is supported entirely by voluntary contributions.

Much progress may have been made in recent years, however there are still many exciting challenges for the future. The new fast slipway boat, Lifeboats Beyond 2000, the ever-burgeoning sea safety initiative including the development of the new SEA Check scheme which has got off to such a good start during this past year. The development of competence based training for our crews and perhaps the opportunity to utilise our experience in the sea safety area and offer training and sea related education to a wider audience.

Finally I need far more space than the editor is prepared to allot me to say 'thank you' to so many people who have been friends and colleagues over the past 34 years. Lifeboat crews, their families, those involved with lifeboat branches and guilds, members of the Committee of Management, my colleagues on the staff, both in head office and throughout the Institution who have always given me unstinting support, and last but certainly not least so many friends from other lifeboat organisations all around the world.

I have been particularly proud that our links with our friends and colleagues overseas have grown much closer in the recent past, and while it is good to know that our knowledge and experience can be helpful to our colleagues overseas, let me emphasise that we in our turn have over the years learnt much in return.

It has been a particular privilege during my final year to have been the guest of both our counterparts in Iceland and in Sumner, New Zealand, the latter celebrating the first centenary of a lifeboat service in the southern hemisphere. Finally I must also thank my wife Anne for her unstinting support over the years and for her own commitment to the RNLI.

As I approach my retirement I remain as proud of the RNLI as I have ever been. We are all involved in providing a round the clock sea rescue service to the highest possible standards, standards which are greatly admired all around the world. The Institution must be managed in a businesslike and cost effective way and again thanks are due to so many people who have helped us introduce so many improvements in these areas in past years.

At the end of it all however we must never forget that it is the voluntary commitment of so many people which makes the RNLI such a special institution. I have always felt that the RNLI must essentially be a great family organisation and I believe that this is as true today as it ever was. Once again my thanks to you all and the best of luck to the institution and everyone involved with it in the future.

Brian Miles

...and a farewell

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LIFEBOAT SERVICES

Father and son trapped in cave

A difficult and dangerous service by Port Isaac's D class inshore lifeboat has led to the award of the RNLI's Thanks on Vellum to her helmsman Kevin Dingle and to a crew member, Mike Edkins.

The service, on 6 September 1998, made headline news when the two lifeboatmen became trapped in a cave and the station's lifeboat became a total loss.

The rescue was a classic example of teamwork by the emergency services, with Padstow's all-weather lifeboat, Coastguards, Auxiliary Coastguards, an RAF and a Royal Navy helicopter all playing their part.

The events began when Port Isaac's D class was launched after the Coastguard alerted the station to a boy being swept out to sea at Bossiney, some seven miles to the northeast.

Although the wind was offshore and only around Force 3 a very big swell was running up the coast, reaching 15ft to 20ft high where it felt the effects of shallow water.

Launching at 1656 the lifeboat, *Spirit of the PCSRE* with helmsman Kevin Dingle and crew members Mike Edkins and Paul Pollington aboard, was able to maintain full speed down the swells until having to reduce speed for the broken water off Tintagel Head. Cutting inside The Sisters rocks the lifeboat reached Bossiney inside half an hour, arriving at the same time as



Helmsman
Kevin Dingle



Crew Member
Mike Edkins



The lifeboat:
D class D517
Spirit of the PCSRE

The crew:
Thanks on Vellum
Helmsman Kevin Dingle
Crew member Mike Edkins
Chairman's letter of thanks
Crew member Paul Pollington



a helicopter from RAF Chivenor. Padstow's Tyne had also been launched to provide back-up and was making best speed towards the scene.

The swell was about 6ft high offshore, but was surging on to the rocky foreshore and breaking heavily.

By now the crew knew that they were looking for two people – the boy's father having gone into the water to help his son – and began to search along the rocky shore, paying particular attention to the caves.

Two caves proved to be empty, but Kenny Richards, the Port Isaac Coastguard auxiliary in charge, had identified one particular cave as a likely spot and directed the lifeboat towards it from a position on the rocks.

Glimpsed

All three crew thought they could anchor and veer down into the cave, despite the sea conditions, and had actually reached the mouth of the cave and glimpsed the two casualties huddled at the back when disaster struck.

A large breaker bore down on the lifeboat, but Kevin Dingle kicked the lifeboat ahead to encourage the bow to lift, and the wave broke heavily just after the lifeboat had ridden it.

The next wave was the problem. It was described as 'a wall of water' and although Kevin kicked the engine ahead again to lift the bow the prop could not find any grip in the aerated water left from the first wave.

The lifeboat simply didn't lift to the sea, and a mass of solid green water swept through her with tremendous force, sweeping Kevin Dingle and Mike Edkins out over the stern.

Both men were dashed on the shore and swept into the cave. Mike Edkins was trapped for a while, wedged by his chest and back and, as the waves broke over him, he felt that he was starting to drown.

Kevin Dingle was more fortunate in that he did not become wedged, but he had to make a supreme effort and use the surge of the seas to climb to relative safety inside the cave. From here he was able to shout encouragement to the two casualties who were about 30ft away from him.

Meanwhile outside the cave Paul Pollington was left alone in the lifeboat, which had dragged her anchor and was now inside the cave mouth being

Dutch Training Ship aground near Newhaven

Newhaven's Arun was called out in a south-westerly gale on 21 October when the Dutch Training Ship *Eendraht* went aground off Newhaven as she was leaving the harbour.

The lifeboat was the first to arrive on scene at 0850 and was asked by the skipper if the 51 people on board could be evacuated. Despite very rough conditions on a lee shore coxswain Mike Beach was able to put the lifeboat between the casualty and the beach and made three attempts to take off the ship's crew. *Eendraht* was aground and listing to port and on one attempt the 200ft vessel was rolled on to the lifeboat damaging the bow roller and fender.

As a helicopter was now approaching it was considered safer for the crew to be airlifted to safety while the lifeboat stood by (see photo).

Some 40 people were taken off by the Coastguard helicopter and taken to a temporary shelter at the ferry terminal before it had to leave to refuel nearby. Its place was taken by a naval helicopter which took off the remaining trainees, the crew and finally the captain.

Meanwhile a tug had been called and had been able to put a messenger line aboard *Eendraht*, but this parted as the tug was also bumping on the shallows.



The lifeboat then passed a tow line – by backing down to the casualty through the breakers, the size of which are obvious from the photographs – but the tug could not move the heavy training ship and the line parted. *Eendraht* had to be left hard aground until she could be pulled clear two days later.

thrown against the roof with great force – breaking the canopy and an oar. Paul feared that she would be washed inside the cave and crush his fellow crew members.

The engine had stopped and was full of water, so Paul began to haul the lifeboat back out of the cave using the anchor warp.

This took considerable effort, but he managed it and, once outside the cave, began the post-capsize drill to restart the engine.

The downdraught from the helicopter had been blowing the lifeboat clear of the shore, but it moved away before Paul managed to restart the engine and the inflatable blew round broadside to the rocks. It was obvious that she had to be abandoned and the helicopter moved in to winch Paul to safety.

The lifeboat was washed steadily into the cave, hitting Mike Edkins on the way with such force that it knocked him free from the rocks which trapped him and allowing him to climb up close to Kevin Dingle.

Recede

The D class began to break up, but the wreckage took some force out of the waves as they came into the cave. It was now about 1800.

Inside the cave conditions were extremely unpleasant. Mike and Kevin knew that they had to wait for the tide to recede before they could even attempt to get out, and they and the casualties had to endure fumes from the lifeboat's ruptured fuel tanks and the tremendous air pressure as the waves surged into the cave.

A helicopter from RNAS Culdrose and the Padstow lifeboat arrived at about this time, and although those ashore were convinced that it was impossible to get into the cave it did not stop Padstow's coxswain Alan Tarby trying to float a fender and then the small inflatable X boat down

into the entrance, or the helicopter from trying to float a lifejacket in on a line.

All efforts were unsuccessful and with high water at 1839 and darkness falling everyone settled down for a very anxious wait.

The Tyne held station off the cave, illuminating the mouth with her searchlight, while coxswain Alan Tarby fought to keep her in position as close as he dared in the heavy swells. He estimated them at about 15ft high, although those ashore thought they were nearer 20ft.

The cliff rescue team started to make their preparations and positioned themselves about 150ft above the entrance - where they were joined by other Coastguards, most of the Port Isaac crew and helpers and even the Honorary Secretary of Rock lifeboat station.

Relief

Finally, at about 2130 the tide had fallen enough for the crew members inside the cave to help the casualties towards the inside of the entrance and for the Coastguard team to reach the outside.

There was great relief when all four were brought out safely with only relatively minor injuries and airlifted to hospital. The lifeboat crew were shocked, badly bruised and suffering from inhaling petrol fumes but were discharged later that night. The casualties were also shocked and bruised, and were suffering from hypothermia. The father had a dislocated shoulder and both were detained in hospital.

A replacement lifeboat was sent from RNLI headquarters and by 0300 the next morning the station was operating normally again – even before the wreckage of the ill-fated D517 had been recovered with the aid of the cliff rescue team. She was so severely damaged and wedged in position that she had to be cut up and dismantled before the wreckage could be removed.

LIFEBOAT SERVICE

Marginal conditions for D class rescue

On Easter Sunday morning last year Mablethorpe's D class inshore lifeboat saved two fishermen in conditions which were on the absolute limits for the class. The successful service earned her helmsman, Tom Freeman, the RNLI's Bronze Medal – the first to be awarded to anyone at the lifeboat station.

The station was first alerted at 0620 on 12 April 1998 by the Coastguard, asking them to launch to the aid of *Lark*, a 17ft fishing boat which had broken down in the surf off Saltfleet Haven some five miles to the north of the station.

After assessing the conditions, which were marginal for a D class, the lifeboat launched into an onshore Force 6 to 7 and a breaking 10ft sea. To add to the crew's problems the air temperature was at around freezing point.

Eight shore helpers were needed to ready the boat at the shoreline and finally, at 0632, she was able to head out through the surf, which extended a quarter of a mile offshore. She then gained some sea-room before heading north towards the casualty's position, picking her way through the seas and swell.

Meanwhile a Coastguard Auxiliary team had made their way to the scene by road and could see the lifeboat making her way through the breaking seas. Directing her in towards the casualty they estimated the seas at 15ft, and warned her to exercise extreme caution and to stand-off if necessary.

Lark had tried to anchor but had lost her ground tackle and was now helpless as she drifted south, being set inshore by the wind and seas.

She was first spotted when only about a quarter of a mile away, when both boats were on the crest of a wave, lying beam-on to the seas about 100 yards inside the surf line.

Helmsman Tom Freeman had to approach her very carefully, and passed close along her windward side to size up the situation.

He decided it would be both quicker and safer to pass a towline to *Lark* and take her clear of the surf, rather than attempt a dangerous transfer and then take the two men ashore through a



quarter-of-a-mile of breaking surf.

By running past inshore of the casualty and then rounding up into the seas the tow line was passed by crew member Ian Finnis and the weight of the tow taken up as gently as possible in the circumstances.

The plan was to take the casualty out through the surf and then hand the tow over to the Humber lifeboat, which had already been alerted, so that she could take the casualty to Grimsby.

Getting out through the surf was not easy, as the natural agility of the D class was hampered by the weight of the tow, but Tom was able to manage it and then maintain a north-easterly heading at about three or four knots to await the arrival of Humber's Severn.

She arrived at 0750 to find the Mablethorpe lifeboat some three miles off Saltfleet and 'treading water' in 'scruffy' conditions, as her coxswain put it.

While the D class held her course and speed the Severn took off the two survivors, and then the lifeboats changed roles to transfer the tow.

The Severn held position, virtually stopped on a northerly heading, while the inshore lifeboat manoeuvred alongside. The first attempt was thwarted when the Severn rolled heavily and pushed the inflatable aside, but a different plan worked first time.

A spare length of line was attached to the D's towing bridle and the free end then passed to the Severn. As she took up the weight the bridle was released – and the Severn now had the tow.

As the Humber lifeboat set off for Grimsby with *Lark* and the two survivors Helmsman Freeman turned for home. The seas were such that he could not take the lifeboat straight downwind, having to zig-zag to keep the waves on the quarters.

Eventually she reached home and, riding in on the backs of the largest waves, she was safely beached and recovered at 0836.

Conditions throughout the service were on the very limits for a small inshore lifeboat and even Tom Freeman had to admit afterwards that 'in 18 years of service I've never been out in seas like that – and I really don't like the idea of going out in seas like that again!'

Coxswain Brian Bevan of the Humber lifeboat was more succinct. 'It wasn't ILB weather' was his considered view.

The lifeboat

Relief D class D500

The crew

Bronze Medal

Helmsman Tom Freeman

Medal Service Certificates

Crew members

Ian Finnis

Darren Worthington



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A long and arduous service in gale force winds, heavy seas and wintery conditions in April 1998 has earned Paul Martin, the Coxswain of Skegness lifeboat the RNLI's Thanks on Vellum.

The service began at 1928 on 11 April 1998, when the Skegness Mersey class *Lincolnshire Poacher* launched after the Coastguard had informed them of a disabled yacht to the east of the station.

At Skegness the wind was northerly and about Force 5, but a moderate to rough sea was running and a 10ft swell was breaking at the top of the beach – high water having been about half-an-hour before.

The carriage-launched lifeboat cleared the surf and Paul took her east towards the casualty, a 44ft yacht called *Sea Fever*. The yacht was in radio contact with the dredger *Sand Wader* which was anchored near the off-lying Scott Patch and preparing to get under way to render assistance. From the dredger the lifeboat crew learned that there was only one person aboard the yacht and that she had no steering.

Picking her up first on radar and then visually the lifeboat was able to reach the scene shortly after 2000, to find *Sea Fever* heading roughly to the WNW and yawing violently. The sole crew could be seen in the cockpit, but could not be contacted by radio.

One headsail was set, catching the wind as she crested the seas and blowing her bow down to leeward, while her engine was running and the jammed steering was sheering her back up to starboard in the troughs.

The only solution was to put a crew member aboard to check the skipper's condition and ready the yacht for a tow. This would be difficult as another of her headsails was trailing over the side, the mainsail was loose on deck and the mizzen boom was thrashing from side to side as she rolled.

The wind here was Force 7 to 8 and with the ebb now running against it the wind-over-tide conditions

were steepening the 15ft high seas.

With the lifeboat's starboard bow heavily rigged with fenders Coxswain Martin approached from the yacht's port quarter while *Sand Wader* made a slow pass to windward to try to provide a lee.

In the heavy seas it took five approaches to the wildly bucking yacht before crew member David Sellers managed to jump aboard and a further two before Mick Abbot was able to join him – by which time *Sand Wader's* lee was well past.

The yacht skipper was found to be incapacitated by exhaustion and sea sickness but otherwise unharmed, so the lifeboat men tidied up the yacht and prepared her for towing. With the yacht's engine stopped and now lying beam-on to the seas Coxswain Martin found putting the tow across easier than the first approaches, and by keeping head-to-sea and coming down astern to the yacht's bow the line was passed at the first attempt.

With 25 fathoms of warp attached to a tyre for a shock-absorber and then a further 40 fathoms of warp to the lifeboat the tow began at about 2024.

There were two options. The first was to head down-sea to Wells and the Norfolk coast, but as all the harbours there dry out this meant keeping the casualty at sea until the next high water. The second option gave a longer tow upwind, but by heading for Grimsby the lifeboat could get *Sea Fever* into a harbour not restricted by the tide.

Paul opted for the second and, after a short detour to avoid the overfalls on the Inner Dowsing Bank, settling down at 6.5 knots into the wind and sea – the yacht's jammed steering keeping her permanently sheered out to starboard.

The tow had to be stopped twice, to re-secure gear on the yacht, but by 0002 after three-and-a-half hours of cold, wet and arduous tow the lifeboat and casualty were ready to enter Grimsby Fish Dock. The tow was shortened up, as it was too rough to contemplate an alongside tow, and the approach began.

It was low water, but although the deep-draft yacht grounded once in the entrance and made contact with a pier she was soon put safely alongside in the deeper water of a lock.

Lincolnshire Poacher was now far from home and the long passage back to Skegness meant that she did not beach there until 0455 – nearly nine-and-a-half hours after launching.




The Lifeboat
Mersey 12-008
Lincolnshire Poacher

The crew
Thanks on Vellum
Coxn/Mech Paul Martin
Vellum Service Certificates
Crew members
Richard Watson
David Sellers
Raymond McDermott
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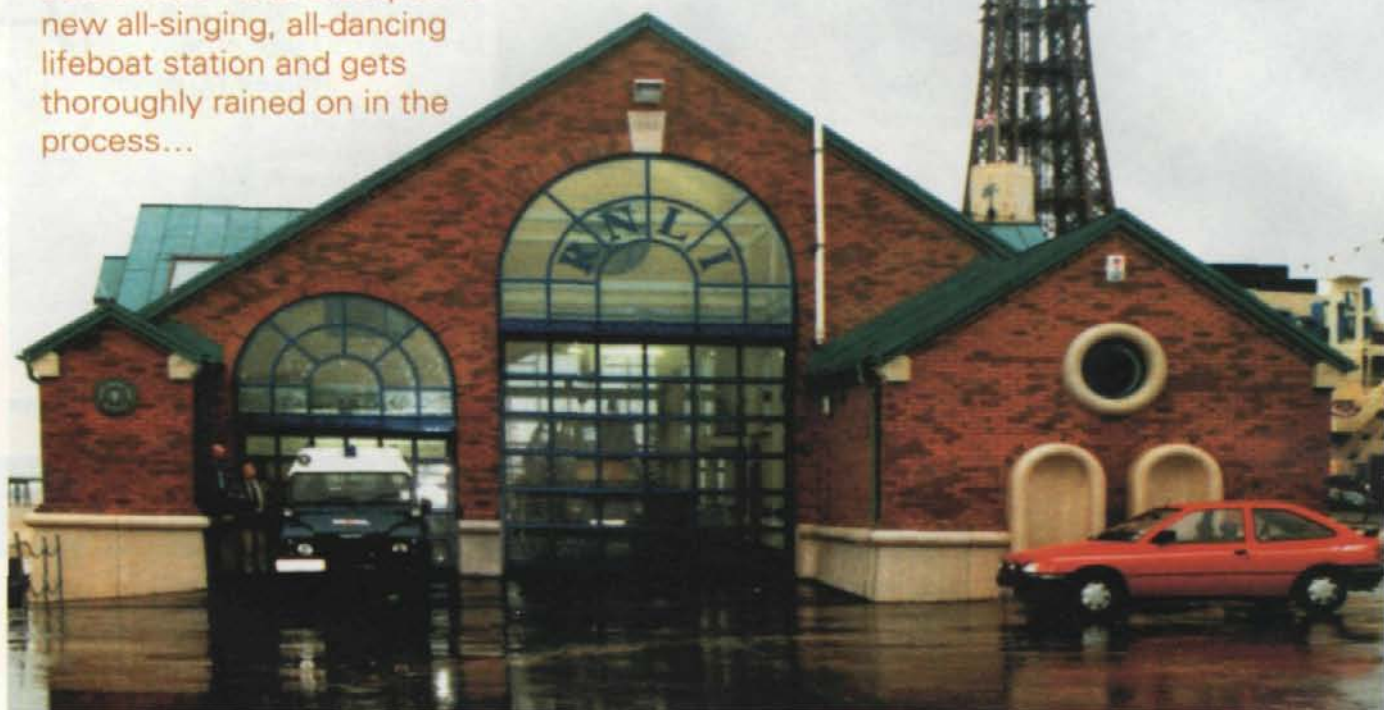
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Blackpool Illuminated

Jon Jones visits Blackpool's new all-singing, all-dancing lifeboat station and gets thoroughly rained on in the process...



Above: The brand new lifeboat station draws upon Victorian-style architecture in sympathy with the famous Blackpool Tower built in the 1890s.

Below: View of the visitors centre front entrance. This photograph was taken by RNLI shoreworks manager, Howard Ritchings, who obviously enjoyed better weather.

Blackpool, with its Pleasure Beach, Illuminations and Golden Mile of amusements, night clubs, bars, restaurants, and famous landmark Tower, is a mecca for tourists.

Over 17 million visitors flock to the popular seaside resort each year and so it comes as no surprise that many are going to be using the sea for pleasure – with some unfortunates getting into danger in the process.

The RNLI opened its first lifeboat station at Blackpool in 1864 – a year after Central Station and North pier were established – and it was

evident even then that the crews were going to have a busy time ahead.

The old boathouse, which still stands today, served the lifeboat and crews well for many generations, but it became clear in the 1990s – when it was necessary to house an Atlantic 75 and two D class lifeboats along with all the launching equipment – that the station desperately needed new, larger and more modern facilities.

Station officials and locals started an appeal for an all-weather lifeboat in 1979, but it was later agreed that the station should operate inshore lifeboats. The funds, together with the proceeds of the Mayor of Blackpool's lifeboat appeal were poured into a new boathouse appeal and after 11 years of hard work, a whopping £659,380 was in the bank.

Following planning, design and agreements with Blackpool Council, building work began in 1997 but was hampered by the unfortunate liquidation of the original contractor. The project was taken over by a Blackpool-based firm, who made a prompt restart on the works, but a series of severe storms delayed progress even further. But ten months down the line, a distinctive new lifeboat station stands proudly on the town's famous seafloor.

Multipurpose

Overlooked by Blackpool Tower, the new multipurpose station is the first of its kind. It is a operational lifeboat station which houses all





Above left: The downstairs souvenir shop. Right: The raised gallery which overlooks the station's lifeboats and equipment. The photograph was taken shortly before all the exhibits and panels were installed.

Left: Crew members and branch officials smile for the camera in the new meeting room.

Below: (left) The boathouse provides plenty of room for all three of the station's lifeboats and (right) all the necessary launching equipment

**If anyone wishes to donate or loan any artefacts to Blackpool (relating either to Blackpool or the RNLI) please contact Keith Horrocks on: (01253) 290816*

By David Long

three lifeboats and allows ready access to both beach slipways.

The boathouse provides accommodation for the Atlantic 75 with its drive-on/drive-off rig and tractor, together with the two D class lifeboats on their trailers and a Land Rover. Supporting crew facilities include changing rooms, shower and toilets, crew radio/meeting room, secretary's office, workshop and various storage areas.

Visitors centre

The new station also incorporates a visitors centre where the public can view the lifeboats from ground level and from a raised galley which features video screens, historic and modern displays, information panels and some

interactive exhibits which invite visitors to 'put a penny in the slot'. The visitors centre also incorporates a large, strategically placed, souvenir sales outlet which catches members of the public on the way in and on the way out, following on from the displays. There is also a wheelchair lift to the gallery and disabled toilets.

Because this is such a new feature for a lifeboat station, the RNLI has temporarily employed

Blackpool mechanic and ex-helmsman, Keith Horrocks, to coordinate the setup and smooth running of the centre and to organise group visits. If all goes according to plan, perhaps this could be a blueprint for future lifeboat stations?

Architecture

It really does seem as though everything has been thought of. Using pseudo-Victorian style architecture, the station is modern and practical yet, cleverly, still seems to blend in nicely with the Tower and look pretty cool at the same time. Its exposed location required a very robust construction but surprisingly, the building contains a lot of glass. The large internal glazings mean that practically the whole station can be observed from almost anywhere else inside, and the numerous circular external windows and huge glazed boathouse doors provide excellent views of the North and South beaches.

During my visit it was plain to see that everyone in Blackpool's lifeboat family was bursting with pride when they spoke about their new station. And proud they should be – without all their hard work – and the generosity of Blackpool locals and cooperation of Blackpool Borough Council – none of this would have been possible. 🌟



Westward ho!

Weymouth's Arun lies afloat between two piles in front of the lifeboat house.

The access jetty is built over the remains of the old slipway and the station's Atlantic 75 is now in a purpose-built house downstream (to the left) of this picture

Our summer break at Littlehampton was a little longer than anticipated perhaps due to a reluctance to depart before there was some progress to report on the new boathouse project. It is now some two years since discussions started on the project and a year since the RNLI had firm proposals for redeveloping on the existing site.

Life is, however, never simple particularly when third parties are involved. The existing site, adjacent to the Britannia public house, lies within the boundaries of the proposed East Bank redevelopment area and a developer was only selected in the early summer of this year. Space does not permit full airing of the frustrations, trials and tribulations which accompany the reaching of agreement in such circumstances. Suffice it to say that if we wait for a decision upon a current planning application there is the distinct possibility of yet another re-design - not at the RNLI's expense!

Selsey by contrast is a nice stable place - provided one keeps a weather eye out for the odd tornado - and the groyne system continues to retain the beach which, prior to its construction, was retreating at a rate which had left earlier boathouses a little adrift.

Last February's storm made the national news and the extra upkeep and maintenance

required this year at Selsey is good example of the high cost of running slipway stations - replacing some of the structural beams and keelway sections will amount to some £60,000.

The work is difficult and dependent on tides and weather and has to be organised to cause the minimum of interference to the operation of the lifeboat. Each year some 60 to 70 stations are inspected as part of the triennial upkeep and maintenance programme which costs just under £1m per annum. A cost which will inevitably increase in real terms as the bigger and more modern buildings begin to require attention in years to come.

A brisk sail just south of west from Selsey Bill brings us to Bembridge on the easternmost point of the Isle of Wight which, like Selsey has a long access bridge to reach a slipway boathouse. Between 1993 and 1996 the station must have despaired of ever getting rid of the attentions of various contractors. First there were repairs to deteriorating reinforced concrete in the boathouse supporting structure, then the long access bridge required extensive concrete repairs, and in 1994 attention switched to the foundations to boathouse and slipway - with many tonnes of concrete having to be transported across the beach at low tide.

Not only was this work restricted by tidal factors but inconvenience and disturbance to holiday makers had to be minimised. Just in case peace and tranquillity accidentally returned Southern Water decided to undertake major works in front of the inshore lifeboat boathouse and souvenir shop. There was, however, a silver lining to this episode as a deal was done whereby the water authority took over part of the RNLI's existing building and in return provided improved crew facilities and souvenir sales facilities. The final round in the renovation of this 77-year-old station took place in 1996 with extensive repairs to the slipway deck and keelway.

Returning to the mainland we make rapid

Hayling Island's new lifeboat station will soon need a change of launching system for the Atlantic as a cusp of sand migrates northwards depositing shingle on the slipway.

Lifeboat Station

passage past **Hayling Island's** new award-winning boathouse. The strong tidal streams which make sailing in this area a lively business are also the source of problems for the station. The aerial photograph shows the pattern of groynes which help to stabilise the beaches, but recently beach material has overtopped the groynes to seaward of the lifeboat slipway causing drifts of sand and shingle to impede launching operations.

The cause of the problem may well be the slow northward migration of a large cusp of shingle which could take several years to pass by. Interesting as this may be in coastal engineering terms it posed problems which had to be solved rapidly. A small tracked excavator has provided the immediate solution and its operation has added to the multifarious skills of the crew. In the longer term the problem will be eliminated by converting from the current winch-assisted manual operation to a tractor and Do-Do (Drive-on Drive-off) rig

Our departure back to the open sea can be monitored from the well-appointed first floor crew room with its excellent view over the channel and its SE approaches. The value of providing such facilities has been well proven by the emergency services during call outs.

Traversing Hayling Bay and navigating the banks at the entrance to Langston Harbour brings us to yet another of the new generation of ILB boathouses, **Portsmouth**. Construction took place between February and June of 1991 and the black ship-lap timber walls and a tiled roof give the building a distinctive look. Had the planners had

their way it would also have been surrounded by a timber stockade!

Proceeding westwards into the Solent we cross the mouth of Southampton Water to arrive at **Calshot**, where another well-known coastal feature - Calshot Spit - provides shelter and a home for one of the small number of Brede class lifeboats.

The new shore facility (1996) provides modern accommodation for the crew, many of whom work at the Calshot Activity Centre within which the station lies. Those who watched the construction of this building were left in no doubt that it is well weighed down by the large amounts of reinforced concrete that went into the foundations. Until 1995 the crew operated from a building located on the old concrete jetty which also provided boarding facilities by way of a davit launched boarding boat.

About the same time that the RNLI decided to provide new, modern facilities ashore for the crew Hampshire County Council, owners of the Activity Centre and the jetty, decided that the time had come to replace the dilapidated wartime structure. With the assistance of a contribution from the RNLI a new jetty was commissioned in 1996 and the station and the centre now share much improved landing facilities.

Any sailor in this part of the world can hardly miss the opportunity of calling into Cowes. While the RNLI does not have a lifeboat station here as such, we can easily use the excuse of a visit to the **Inshore Lifeboat Centre (ILC)**. In 1995 a decision was taken to rebuild the main assembly and workshop facilities at the ILC. The project had to be completed so as to minimise disruption to the busy



Hayling Island - fighting a battle against the shingle.

Continued overleaf

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annual inspection and maintenance programme for the D class ILBs. A fast track programme was set up and the project completed on time and within budget barely 12 months from the initial decision. As a result the Institution has a state of the art facility where Atlantic 75 construction and the D class fleet maintenance is undertaken in a clean, safe working environment.

Tacking back across the Solent we put into the bustling harbour at **Lymington**. Here in 1991 one of the earlier of the current modernisation projects was undertaken with an extension to the station's boathouse to provide improved crew facilities. The work was funded by a donation from an elderly benefactor who put much pressure on all concerned to complete the work so he could see it in his lifetime.

Following the Wightlink ferry that plies regularly across to **Yarmouth** we find ourselves back on the Isle of Wight, with the station's Arun class moored nearby. By the time this article goes to press work should be under way, or very imminent, on the construction of an alongside pontoon berth that will greatly improve boarding and servicing the lifeboat.

Negotiations to find a suitable solution in this busy harbour have been in hand since 1997. The work will involve piling to ensure the stability of the existing quay wall and the construction of a wave screen to protect the new berth from waves from the north. These facilities will compliment the station's modern shore facilities and ILB house which were provided in 1994 by the renovation and conversion of the historic Cus-

tom House building.

This project was one of a number undertaken in recent years where the Institution has been able to give new life to existing waterfront buildings to the mutual benefit of the lifeboat service and our national heritage.

Leaving the Needles astern we bid a final farewell to the Isle of Wight, but with the knowledge that geological continuity will be re-established when we reach the Dorset coast - where the Needles' mainland cousins, the Old Harry rocks, stand guard over Studland Bay.

Before that, however, we cross Christchurch Bay and before entering the main harbour of Christchurch we visit the Atlantic 21 station at **Mudford**. One of the first of the modern architect-designed boat-houses Mudford is currently the subject of a study to determine how best to house and operate the new Atlantic 75 which is shortly to be allocated to the station.

Launch and recovery of the current Atlantic is principally a manual operation with the boathouse opening directly onto a slipway. It is one of handful of stations where the additional weight of the '75' coupled with the greater awareness of health and safety risks has led to a need to change established manual methods to the more common tractor-assisted operation used at stations where the lifeboat rig has to travel greater distances to launch.

Final decisions have yet to be made on the nature of the work to be undertaken at Mudford but it is probable that a major project will be necessary prior to the planned arrival of the new boat.

Rounding Hengisbury Head and entering Poole

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Bay we encounter one of the wonders of the South Coast – how the endless flotilla of leisure craft, ferries and commercial vessels which continuously transit in and out of the entrance to Poole Harbour do so with so little incident.

Very strong ebb and flood tides streams add to the fun, and the final ingredient of the Sandbanks chain ferry running at right angles to the rest of the traffic make for a very entertaining spectacle for those tired of soaking up the sun on the beaches.

Within the harbour - either the largest or second largest natural harbour in the world depending upon whether the speaker is a native of Poole or Sydney - Poole's lifeboats, a Brede and an Atlantic, lie just seaward of the lift bridge which gives access to the inner harbour and regularly jams up the town's traffic system.

The shore facility building was constructed in 1990 and overlooks the lifeboat berth. In 1994 a floating boathouse was commissioned for the Atlantic. Supported on steel pontoons the boat-house is moored to steel tube piles and incorporates an alongside berth for the Brede on its shoreward side. A further project in 1996 saw the installation of a piled walkway with a hinged gangway to give direct access to the lifeboats and avoiding the need for the boarding boat - an improvement much welcomed by the crews who are called out up to eight times a day on occasions.

Dodging the chain ferry we can set course for Swanage, passing the long sweep of Studland Bay and Old Harry Rocks. Swanage is one of only three stations with a slipway-launched Mersey, and in 1992 required extensive works to both the boathouse and the slipway.

A further project was undertaken in 1994 when a D class was added to the station and a new boathouse was built as a lean-to extension to the existing building. The term 'lean-to', however, hardly does justice to the high-quality natural stone and slate building which the location and local planning policy required.

Sailing westwards once more we are treated to the spectacular cliffs and coastal features for which this part of the Dorset coast is famous.

At Weymouth the last of the season's holiday makers are making the most of the town's broad, sandy beach and enjoying the charms of this traditional seaside resort. The lifeboat station there has undergone major changes in the last three years.

In 1996 the closure of the nearby Portland naval base meant that the RNLI had to add an Atlantic 21 to the existing all-weather Arun in order to replace the inshore cover previously provided by the navy. In 1996 a new inshore lifeboat house was built on a narrow pier adjacent to Weymouth Sailing Club, and the

existing masonry lifeboat house on the town's historic quay was then renovated to provide modern facilities for the crews and an improved souvenir shop.

The station's Arun lies at a piled mooring in front of the old boathouse, which in times past housed a slipway-launched boat. One of the major elements of the modernisation was the removal of the massive concrete plinth which used to support the winch. This released considerable space for improved facilities.

Continuing westwards from Portland we enter West Bay, with the low sweep of Chesil Bank at its eastern end sheltering the Fleet and the swans of Abbotsbury. This low lying interlude of coastline is soon replaced by sandstone cliffs rising to the aptly named and impressive Golden Cap overlooking Lyme Bay and the ancient Cobb at the western end of Lyme Regis seafront – made famous in the film of John Fowles' novel *The French Lieutenant's Woman*.

The Cobb protects Lyme's small harbour and the massive masonry structure built in the last century is the descendant of earlier versions dating back over 700 years. The harbour today is home to a fleet of fishing boats and leisure craft. Given the long maritime tradition in the town it is not surprising that there is also long lifeboat tradition. The first lifeboat was housed in an existing building facing onto Cobb Square in the early 1800s. A purpose-built boathouse was constructed in the 1860s and still stands – doing sterling service as public conveniences.

In the 1890s a new boathouse was built adjacent to the harbour, but met a fiery end in 1933 just after the RNLI closed the station. In 1997 a new boathouse was opened to house the town's new Atlantic 75. This high quality masonry building replaced the simple boathouse which had served the crew since the station was reopened in 1966. Building a new boathouse in such a sensitive area was inevitably accompanied by intense local debate, which spanned several years and saw the production of several designs at three different locations. Visitors to the boathouse should look up to see the brick panel set high in the boatroom wall commemorating the loss of the *Heroine* in Lyme Bay in the 1860s. The panel is made from bricks salvaged from the wreck.



The new lifeboat house at Lyme Regis was designed from the outset to complement an area of great historical interest – but controversy still ensued..



Poole's floating boathouse for the station's Atlantic 75 also serves as an alongside berth for the Brede.

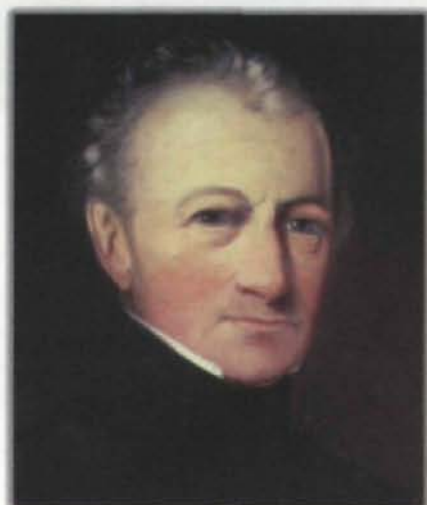
Howard Riching's travels around the coast will continue in future issues of *The Lifeboat*

artist's impression of the new facilities for the Arun which lies afloat at Yarmouth. Pontoon access instead of using a boarding boat will speed up launching and ease maintenance.



A Manx Tale

The Isle of Man and will always be synonymous with the RNLI, for it was here in Douglas Bay during the early part of the last century that Sir William Hillary, the founder of the RNLI, witnessed at first hand, the plight of seafaring folk.



The waters surrounding the Island can be notoriously inhospitable. In 1787 the Manx fishing fleet was caught in ferocious weather on the night of 21 September and 50 ships and 161 crew were lost in Douglas Bay. No one had gone to their rescue, nor did it seem possible that anyone could have helped saved lives.

No one, that is, except Sir William Hillary when he came to live in the Isle of Man in 1808 and heard accounts, not only of the tragic events of 1787, but of many other losses caused as flimsy boats struggled against in gales in the Irish Sea.

William Hillary was born in 1771 and brought up on a small farm in Wensleydale. In the 1790s he was appointed equerry to Prince Augustus Frederick, the sixth son of King George III, with whom he travelled to the Mediterranean. Returning to live in Liverpool he was made a baronet in 1805.

Sir William's first wife was an heiress whose wealth he had used to fund an army against the threatened Napoleonic invasion of England. The marriage broke



175 years
of saving lives at sea

up, and a considerably poorer Sir William came to live in Douglas, Isle of Man, renting a house at the top of Prospect Hill.

He entered the commercial world of the Island, re-married to a Manx woman, Amelia, and inherited money from his elder brother Richard.

It was while mixing with the seafaring community around Douglas that Sir William learned of past tragedies, which moved him to, in his words, 'a powerful interest'.

If there is one event in Sir William's life which served as the catalyst for the founding of the RNLI it was 6 October 1822, the day the Royal Navy cutter *Vigilant* was caught in a storm off Douglas Bay and, in an attempt to avoid another vessel, ran onto St Mary's Isle, or Conister Rock as it is now known.

Sir William came down to the harbour to see what could be done to save *Vigilant's* crew. There had been no lifeboat at Douglas since the wrecking of the *Atholl* in 1814, but Sir William borrowed a small rowing boat, and with some Naval officers, rescued *Vigilant* by towing her into Douglas Bay. As the storm gathered strength, Sir William offered cash rewards for more volunteers to help other schooners in difficulty, resulting in the saving of 97 lives.

Overwhelmed

The seeds were sown in Sir William's mind of the desperate need for some form of life saving society. 10 weeks later a second incident convinced him even more when the 18-gun brig *Racehorse* foundered on rocks at Langness Point. Five boats were dispatched, rescuing some of the crew, but on the final run one boat was overwhelmed, claiming the lives of nine men.

By now Sir William saw only too clearly the need for a national life-saving movement. He believed the three key areas for such a movement should be: the design and building of suitable lifeboats; their automatic manning by trained crews; and the payment of compensation to volunteers who were injured or pensions to bereaved families.

By February 1823 Sir William had prepared his historic proposition, entitled: 'An appeal to the British nation on the humanity and policy of forming a National Institution for the preservation of lives and property from shipwreck' which he directed to the First Lord of The Admiralty.

Response to his appeal was slow at first, but when it was recirculated some months later, to politicians, diplomats and leading businessmen of the day, it met with greater success. The result was the momentous meeting at the tavern in Bishopsgate on 4 March 1824, the day the 'National Institution

Douglas may have changed since Sir William Hillary's time, but it is still home to an RNLI lifeboat and the cradle of the Institution.

Sir William's name lives on in the shape of the latest Douglas lifeboat, the 1988-built Tyne class Sir William Hillary

for the Preservation of Life from Shipwreck' was formed with King George IV as its patron. 30 years later this body became the Royal National Lifeboat Institution.

Under his guidance Douglas received two new lifeboats, one from the newly formed Institution, the other bought with money from insurers, but Sir William also saw the need for lifeboat stations at strategic points around the Island.

With Sir William as president, the Isle of Man District Association of what was to become the RNLI was formed in January 1826, with the first station established in Douglas, followed by Castletown in 1827, Peel in 1828, and Ramsey in 1829.

And all the while, ships were faced with the perils of the Irish Sea. On 19 October 1825 the steam packet *City of Glasgow* was caught in a storm outside Douglas harbour and Sir William offered fishermen £5 each to go with him in the new Douglas lifeboat, *Nestor*. He mustered a crew of seven and Sir William and his crew, along with Douglas' second lifeboat, *True Blue*, rowed out to save those on board. The rescue earned Sir William a second medal, the first having been awarded in 1825 in recognition of his work for the Institution.

During the first five years of the Institution's existence 45 lifeboats were provided around the UK coast, four of which were stationed in the Isle of Man.

Foundered

Sir William received a number of awards for bravery, the most memorable following the mission to save those on board the packet *St George* on 20 November 1830, an event which nearly cost the 59-year-old Sir William his life.

Sir William commanded the Douglas lifeboat as it set out in a fierce gale to help the ship which had foundered on Conister Rock. Dashed against *St George* the lifeboat lost its rudder and six of its oars, Sir William was washed overboard with some of the crew and had to be hauled onto the packet's deck. No one perished, but Sir William was badly injured - six broken ribs and a crushed chest bone.

The heroic rescue was recognised by the award of four medals - two gold and two silver - with one of the golds to Sir William.

The *St George* incident prompted Sir William to construct the Tower of Refuge - the landmark in Douglas Bay - as a sanctuary for shipwrecked mariners. The proposal for the building of this life-saving station met with little enthusiasm from the harbour commissioners of the time, so Sir William launched a public subscription to pay for it, promising to meet any shortfall personally. Of the final cost of £254 Sir William paid £78.

The first stone for the tower, modelled on a 13th century

castle, was laid on St George's Day, 24 April 1832. Illuminated on summer nights, the Tower of Refuge still flies the RNLI flag.

It was after the wreck of *St George* that Sir William moved into a major Douglas landmark - the castellated Fort Anne on Douglas Head. Fort Anne overlooked the site of what is now Douglas lifeboat station, giving Sir William a panoramic view of Douglas Bay and all that occurred out to sea.

Until he was 63 and rheumatics affected him, he remained a regular member of the lifeboat crew and came close once again to losing his life, on this occasion against the side of *Parkfield*, a Douglas-built transatlantic sailing ship during a rescue mission.

Sadly, Sir William's final years were spent in less than ideal circumstances. Rheumatics confined him frequently to Fort Anne, and he lost most of his wealth when a local bank in which he was a shareholder collapsed.

Memorial

The Receiver was called, Sir William's home and property were seized and his last years were spent cared for by friends in what was the new Douglas estate of Woodville.

He died on 5 January 1847 and was buried in St George's churchyard, Douglas and a bronze memorial plaque to his memory can be found on the wall of the promenade leading to the present boathouse. The red sandstone vault in which he was interred is now a national monument, and on the first Sunday in January each year the Douglas branch of the RNLI organises a memorial service in St George's church, followed by the laying of a commemorative wreath at the vault.

With the death of Sir William the RNLI lost its principal driving force and for a time went into decline, with many lifeboats falling into disrepair. But eventually the RNLI emerged from its period of crisis to become one of the world's best known life saving organisations, one which upholds Sir William Hillary's motto: 'With courage nothing is impossible.'



An Isle of Man stamp issue commemorates the 175th anniversary of the RNLI, with each stamp depicting one of the Island's five lifeboats. The stamps feature photographs by the renowned marine photographer Rick Tomlinson, himself a former member of the Port St Mary lifeboat crew and also an RNLI Bronze Medallist.

Lifeboats of the Isle of Man - 1999

Douglas - Sir William Hillary, 47-032

Tyne class slipway launched lifeboat, built 1988.

Illustrated on the 25p stamp

Peel - Ruby Clery, 12-22

Mersey class carriage launched lifeboat, built 1991

Illustrated on the 37p stamp

Port Erin - Herbert and Edith, B594

Atlantic 21 rigid inflatable inshore lifeboat, built 1992

Illustrated on the 43p stamp

Port St Mary - The Gough Ritchie 54-06

Arun class afloat lifeboat, built in 1976.

Illustrated on the 56p stamp

Ramsey - Ann and James Ritchie, 12-14

Mersey class carriage launched lifeboat, built in 1991.

Illustrated on the 21p stamp

D class lifeboat

The inside story



This poster has been part sponsored by



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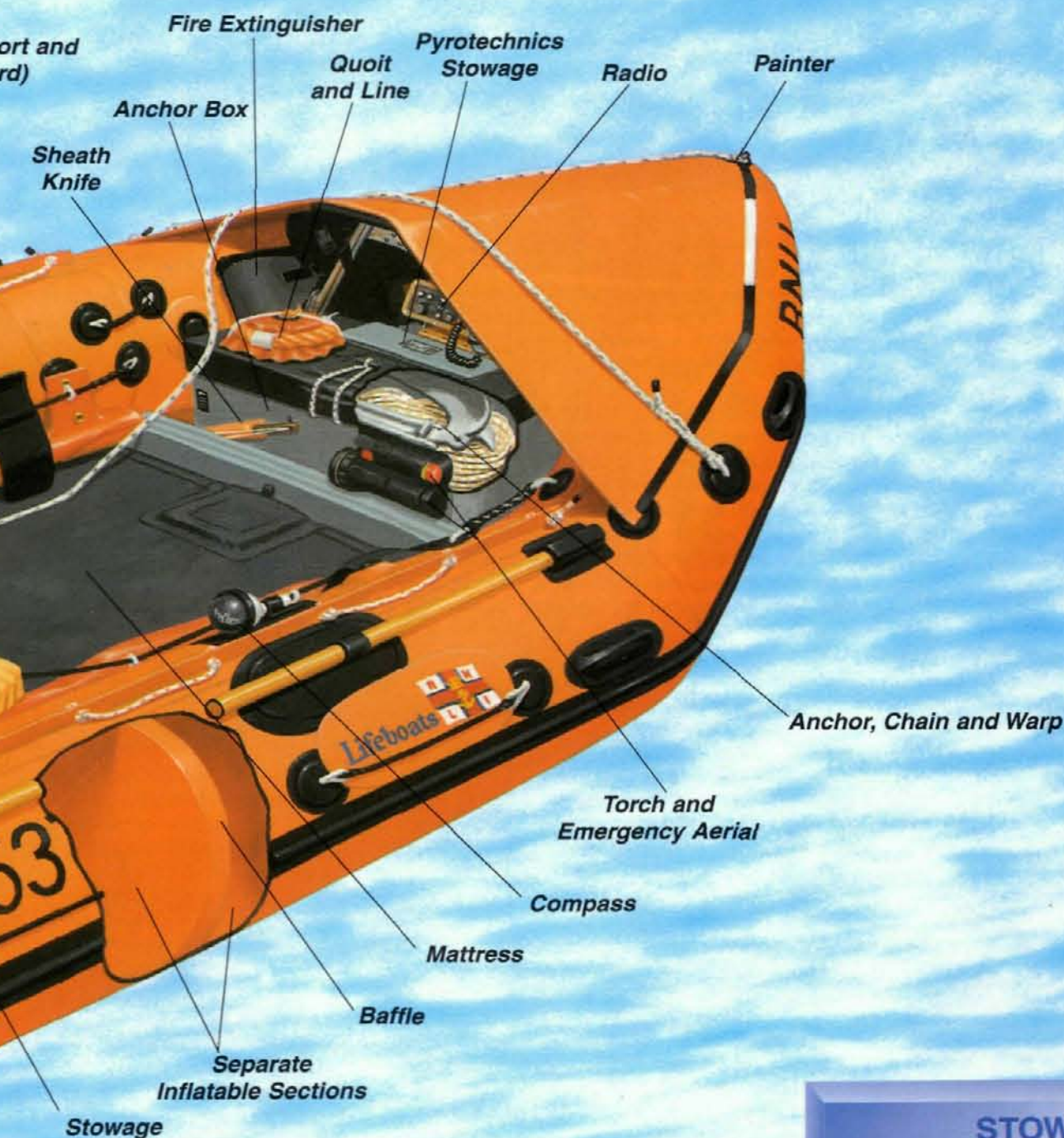
Weston-Sup inflatable life

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Lifeboats

Royal National Lifeboat Institution



STOWAGE

Aquascribe notebook
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Survivors' lifejackets
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Survival sheet
Sea anchor
Heaving line
Towing bridle
Pyrotechnics Stowage:
Two red parachute flares
Two white parachute flares

Georgette purchases, the RNLI's deputy head of public relations, accompanied by Maureen La Frenais, display and visits co-ordinator, embarked on a whirlwind 'tour' of the Republic of Ireland in October. It was a first time visit to Ireland for both of them...

Irish eyes are smiling...

Main photo: Courtmacsherry – Coxswain Jeremiah O'Mahoney, Station Secretary James Crawley, Mechanic Michael Hurely and others, present the smiling face of Ireland.



Above: Baltimore's 'upside down boathouse'. Above right: Kilrush, over the Shannon by ferry or 80 miles round by road from the south, has the biggest car park (and playground!) Right: Ballycotton's historic boathouse

Below: Courtmacsherry's beautiful stone boathouse.



Right: Howth's Dutch looking boathouse and excellent display of 'all-weather boards'.

Below: Kilmore Quay's mechanic, Brian Kehoe, keeps a sparkling boathouse, lifeboat and tractor which all face away from the sea!



Well what do you think of Ireland?' we kept being asked. 'It's wonderful, but it's also very hard to say when you work for the RNLI', was my reply. Immediately we set foot in a lifeboat station – we were RNLI; the people were RNLI; the surroundings were RNLI; it was the same organisation, speaking a similar, if not exactly identical, language!

Despite ten years with the RNLI, I had not been to Ireland before and was impressed by the commitment and dedication of the people we met. Claire Brennan, the national organiser and I had conspired with divisional inspectors, Colin Williams and Ian Canavan to hold four media workshops in the evening, at different venues. The aim was to persuade the lifeboat stations to appoint volunteer press officers who would report news of lifeboat services to their local media. Despite the distances involved, only three lifeboat stations were not able to send people to these meetings. Some of the delegates had driven for 2 to 3 hours to get there and were returning

the same night – after, of course, some further in-depth conversations in the bar after the formal proceedings! First experience - very little sleep!

In the daytime, Maureen and I took the opportunity to visit as many lifeboat stations as we could to view the facilities for displays and signage – part of Maureen's remit to make lifeboat stations more visitor friendly. Such was our programme – visiting 15 stations, in three and a half days and 750 miles – that we only managed to have one proper meal! Second experience – very little food!

What of the stations? As you would anticipate – each one different, each beautifully clean, each welcoming. There was the 'upside down' slipway at Baltimore with the 24 ton Tyne suspended above the crew room... the gleaming Trent sitting in Ballycotton harbour opposite the old- soon-to-be-replaced 'shed' from which the crew launched on the Gold Medal service to the Daunt Rock

Lightship in 1936. There was Courtown, a boathouse sold by the RNLI in 1925 and brought back in 1990; the garden at Arklow with its pretty wrought iron gates, magnificent-visitor-friendly-everything-in-its-place stations like Wicklow and Youghal (to name but two), the brand new station complete with launching davit at Galway and the even newer, yet-to-be-confirmed Sligo Bay. Third experience – admiration for all those involved who work tirelessly to keep it all looking and functioning so well.



Outside the RNLI environment we had many other experiences. We marvelled at colour-washed houses of amazing hue; exclaimed over the women 'power-walking' along the country roads; gasped at the eccentric way

the Irish exercise their Jack Russell terriers as they chase the cars, pedestrians and cyclists; gritted our teeth and other parts of our anatomies, over the bumpy roads and infamous pot-holes in our Nissan Micra; looked wistfully at distant mountains which we did not have time to visit; pondered soberly at the 'Site of Ambush' – a Republican monument to an attack on the terrible Black and Tans; felt parochial in contrast to the European outlook held by most people; and scratched our heads over the occasional Irishness: - 'I can't find my room', I complained gently in one hotel. 'None of the rooms have numbers on them'. 'Oh to be sure they don't', was the reply, 'it's the one next to the staircase'...

Would we return? 'Tomorrow!' we both decided.





Overall Winner: Vivienne Ripley of Congleton

Exmouth's Trent class Forward Birmingham smashes her way through the seas

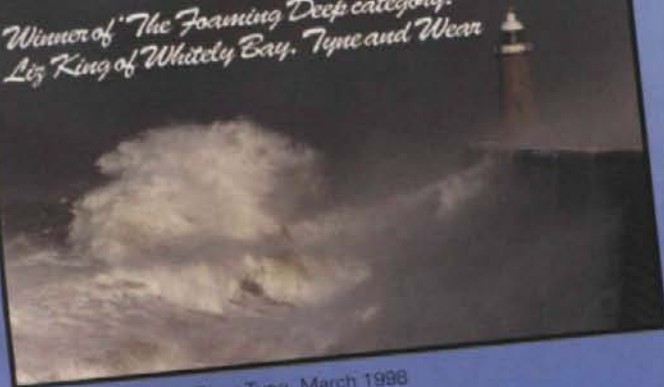
Winner of 'Camera Action' category: Paul Taylor, Ottery St Mary



The RNLI's competition to find photos to help launch its 175th Anniversary Year at the London Boat Show in January produced some stunning shots. The six winners are reproduced here – the overall winner gets £150 of photographic equipment for the lifeboat station of her choice.

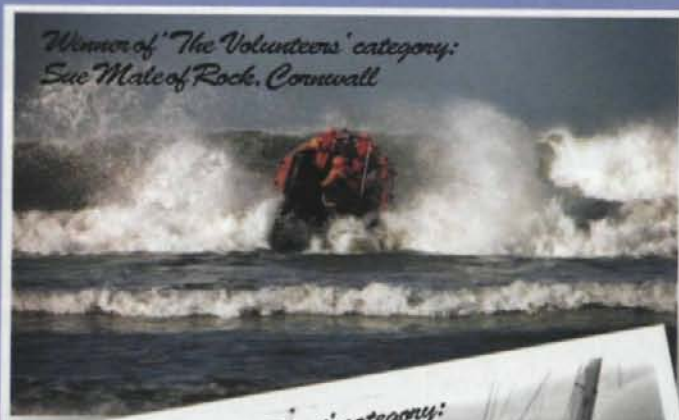
The Winning Touch

Winner of 'The Foaming Deep' category: Liz King of Whitely Bay, Tyne and Wear



The entrance to the River Tyne, March 1998

Winner of 'The Volunteers' category: Sue Male of Rock, Cornwall



Rook's D class launches through heavy surf. Photographer Sue Male is a shorehelper and former crew member

Winner of 'The Shout' category: Kelly Allen



The crew of the Porrush lifeboat make an unsuccessful attempt to save the yacht Wild Goose

Winner of 'Those in Peril' category: Susan Addington of Margate, Kent



A survivor leaps for his life from a wrecked barge into Margate's inshore lifeboat. Photographer Susan Addington's brother was a member of the lifeboat crew

175 years
of saving lives at sea

Playing pool at Fleetwood

The crew at Fleetwood are fortunate enough to have an international nautical college on their doorstep: **Jon Jones** recently attended one of their training nights there to see just what they get up to...



Caught on camera

The first in an occasional series of on-the-spot photo reports...

'It looks like baby spew...', explained instructor Dave Eccles. He was of course talking about the fluid which can occur in the lungs of a casualty when a lot of sea water is ingested. I was soon learn that this condition could be fatal if left untreated.

I was sat in a class room in Fleetwood nautical college and local lifeboat crew members were running through the theory of casualty recovery and treatment before moving on to liferafts and the much awaited practical pool exercise.

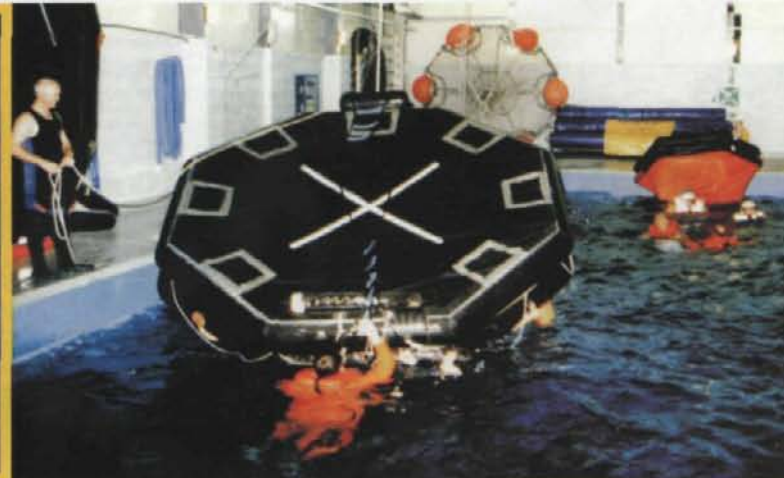
The college is attended by students from all over the world and boasts excellent training and facilities. Its pool includes wave and smoke machines, a RAF helicopter winch simulator, sound effects and all other manner of devices required to simulate emergency situations – night exercises are easy to recreate too, they turn the lights out!

In addition to their regular RNLI training and exercises Fleetwood crew are allowed to have free use of these



local facilities every six months. I didn't ask whether this privilege had anything to do with the fact two of the college's instructors are crew members and one is in the process of joining...

At the pool's muster area the crew kitted up





Left page, main pic: Crew members are lifted from a liferaft using a helicopter winch simulator as Instructor Dave Billingham looks on.
Middle pic: Kitted out in wet weather gear and lifejackets, crew members get ready to leap into the pool below.
Bottom left: Yes, they are good friends but that has nothing to do with this manoeuvre!
Bottom right: Righting the raft.

This page, above: Dave Eccles, gives advice on how to lift someone safely aboard the raft.
Right: Recovery from the liferaft by 'helicopter'.

in an array of different wet weather gear and lifejackets for testing and comparison purposes before jumping off the muster platform some 12ft into the deep pool below.

The crew were then taken step-by-step through the individual stages of a hypothetical emergency situation. Every detail was covered including gathering and formation, liferaft inflation and righting techniques, getting in the liferaft and making secure, and helicopter winch recovery – quite some ground to cover before the grand finale. When everyone was happy that all everything had been covered the lads were led out and the instructors set up an emergency simulation.

The pool became pitch black, smoke filled the room, the wave machine built up a healthy swell

and appropriate sound effects kicked in – I had to admit it was all pretty convincing.

Cue Fleetwood crew who leap into the smoggy darkness – for the next few minutes I couldn't see much except when the odd flare went off. Then followed the sound of a helicopter circling overhead and when the lights came up, all were safely tucked away in the raft. ☼

SOUTH CAPE ESCAPE

Ride the South Cape in the
RNLI 1999 South African Cycle Challenge

Take the challenge. Nine days, eight nights and 400 heart pounding kilometres under African Skies. From 6 to 14 November 1999, you will overcome breathtaking landscapes and encounter spectacular wildlife as you ride across Africa's southern cape.

With spectacular views of the Drakensburg Mountains, you will tackle the Garden Route from Plettenberg Bay to Hermanus, the site of South Africa's most southerly lifeboat station. An awesome prospect.

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Join us for the ride of your life. The South 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
Registered charity number 209603

High Seas

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

Perched on the promontory at the very end of the Firth of Forth (seen stretching away in the distance) North Berwick can be a rough place in a strong north-easterly. The boathouse was built in the 1860s, sold by the RNLI in 1929 and then bought back to house the station's D class inflatable. Since the photo was taken new crew facilities have been built opposite the doors to the station. The west-facing harbour entrance is seen here at almost low water.

Main photo (left) Ref 651155

Detailed photo (below) Ref 651164



North Berwick – Scotland Division



Weston-super-Mare – West Division



The quarter-mile-long pier at Weston-super-Mare, on the north Somerset coast, is seen here looking inland from the Bristol Channel and provides the base for both the station's Atlantic and its D class inflatable.

The boathouse is tucked into the corner where the pier meets Birnbeck Island and boasts one of the longest slipways in the country – needed to cope with the huge 43ft rise and fall of the tide. These photos were taken near low water – at spring high tide the water is only feet from the boathouse doors!

Main photo (left) Ref 651217

Detailed photo (above) Ref 651209



Alderney's Trent class lifeboat lies on a mooring in Braye harbour on the north coast of the island – the main photo is looking to the north-east. The harbour is protected by the long breakwater arm, seen at the top right of the picture, built by the Admiralty over more than a decade, starting in 1847.

The small harbour on the left is the old 'Crabby Harbour' which dries out at low water – the tidal range here is not far short of 20ft at spring tides.

The inset shows the lifeboat station at the far right of the group of low buildings which are near the root of the short commercial pier.

Main photo (left) Ref 665514

Detailed photo (below) Ref 665509



Alderney – South Division



Cleethorpes' D class *Blue Peter VI* is based almost in the centre of town, just across the seafront promenade from the long, gently shelving beach. The main photo is looking almost north-west up the River Humber, with Humber's Severn about four miles away to the right.

At low water the lifeboat has to travel over a mile out to find deep enough water to launch, and at some states of the tide it is hauled to the far side of the pier. The nearest end of the boathouse is the local coastguard station, and the furthest section is an extension added as a result of the 'Blue Peter' appeal.

Main photo (left) Ref 646803

Detailed photo (above) Ref 646812

Cleethorpes – North Division



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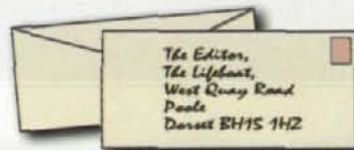
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3. State clearly the size of print required and enclose payment as shown – this **includes** VAT, post and packing and the RNLI donation.

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

Your Letters



email: thelifeboat@rnli.org.uk

A letter from The Queen Mother

Brian Miles, RNLI
Director for the past 11
years, retired at the
end of 1998.

HM The Queen
Mother wrote to Brian
in October to offer her
best wishes and
congratulations on a
job well done...



9th October 1998

Dear Commander Miles

Thank you for your letter and latest edition of *The Lifeboat* which I have laid before Queen Elizabeth The Queen Mother. It is, as usual, an excellently produced magazine and the Patron always takes a great interest in the details of the launches and rescues.

Queen Elizabeth was particularly sad to hear that you are retiring as Director after thirty-four years' service with the Institution. The Queen Mother is very conscious of all that you have done for the RNLI over these years. Your advice, guidance and steady hand at the helm have been invaluable and Her Majesty knows that you will be sorely missed. Queen Elizabeth offers you her congratulations on a job well done and sends you her best wishes for a peaceful and happy retirement.

Queen Elizabeth
Private Secretary to
Queen Elizabeth The Queen Mother

Lieutenant Commander Brian Miles, CBE, RD, RNR.

Thanks to 'Mr X'

May I, through **The Lifeboat**, thank a mystery member of the RNLI, who helped out so much at a recent traffic accident here on the Isle of Wight.

This gentleman was the first to assess the situation and take control until the emergency services arrived – and most of all, he sat with my husband for an hour and half while he was freed from the car.

All we know is that the man was with his family and possibly taking part in a course with the local RNLI. My husband is recovering well at home but we would both like to thank this gentleman so much – he's a hero to us.

Mrs B. Wright
Ventnor
Isle of Wight

Blogg request

I am currently trying to upgrade the Henry Blogg Museum by adding more items to displays already on show and also hoping to bring the *H F Bailey* (ON777) up to date by adding final touches to her equipment. May I ask if any readers have any items that could either be donated or loaned to the museum?

I require items such as the tools and fire extinguishers for the lifeboat plus a rope cutting knife for the displays, any old clothing worn by the crews, yellow and cork lifejackets, comet light and acetylene light – in fact anything that would have been in a boathouse.

All items will be recorded and receipt issued. I can be contacted on (01263) 513018 (home) or 511294 (museum).

Frank Muirhead, Curator and Historian
Henry Blogg Museum
Cromer

Southend 60 years ago

As it is October 1998 (date of letter), I thought readers may be interested in some pictures I took in October 1938!

The photographs are of Southend lifeboat, *Greater London* (Civil Service No.3), in action.

C F Hodgkins
Essex



Just launched.

Passing in the lee of pier head...



... into rougher water.



Returning with rescued fishermen and craft.



Letters from readers are always welcome.

Address them to:

**The Editor, The Lifeboat, RNLI,
West Quay Road, Poole, Dorset BH15**

or email us at:

thelifeboat@rnli.org.uk

All submissions should be marked 'for publication'.



Starting all over

Anyone who has seen an Atlantic righted after a capsize - hopefully only as a demonstration during Open Days - and then seen the engines restart 'on the button' cannot help but be impressed.

Such reliability does not come easily, and the Atlantic's outboard engines are the result of years of development at the Inshore Lifeboat Centre at Cowes.

From 1974 to 1978 the principle was to keep the water away from the electrics and air intakes by sealing the engine hood meticulously and using a valve to close off the air intake during a capsize. Another valve in the exhaust system prevented water finding its way into the cylinders.

However when Evinrude re-designed the electrics for the 1978 model year Cowes staff realised that some components would survive a capsize with no ill effect, and so attention turned to allowing water to enter the hood but waterproofing vulnerable parts. A purpose-made box was made to house the starter solenoid and another for the ignition power pack, rectifier and various connections. A gravity-operated shut-off valve was fitted to the carburettor air box and a simple 'U' tube inside the exhaust replaced the mechanical valve.

Change

This arrangement was used until 1984 when Evinrude changed the design of the air box and carburettors.

Taking a fresh look at the problem the team decided that most electrical components would survive immersion if fitted with waterproof connectors. The sole exception was the starter solenoid, and this was ultimately re-housed in the centre console - away from the engine.

Alternative designs for the air intake valve were explored, including a weighted ball type, but this was eventually considered to be a blind alley.

An interim system re-using the carburettor system from the

earlier motor but with the remote starter solenoid saw the engines through until the MkIII was finalised - now using a solenoid valve mounted on a purpose-made air box casting and activated by a mercury switch. This had the additional advantage of being easy to test at regular intervals using a test button on the motor casing.

In 1989 Evinrude again re-designed their motors, although fortunately the existing air box and relocated starter solenoid could still be used with some re-design and re-location of other parts.

The problem now was the exhaust, as the new version was no longer big enough to take the internal 'U' tube arrangement.

Accessible

Considerable development and testing saw the MKIV in operation - with an external 'U' tube arrangement, which had the advantage of being easily accessible without dismantling the engine. The MKIV lasted until 1997 on the two cylinder 50hp engines.

However when the Atlantic 75 was introduced more power was needed and Evinrude's three cylinder 70hp engines were chosen to provide it.

From 1992 onwards several new ideas were investigated, but the solenoid air shut-off valve proved the best way forward and a modified version of the 50hp air box was developed.

A version of the existing exhaust 'U' tube was also fitted, but in 1995 one of the team suggested that the exhaust system could be modified internally to give the effect of the tube without actually fitting one.

The idea worked, and after extensive testing all motors have been produced to this specification since 1996.



Stormy waters – the great insignia debate continues...

In the previous issue of *The Lifeboat* we featured correspondence between Miss Lucas and Ian Ventham, the RNLI's head of fundraising and marketing, entitled 'Why the divide?'

The subject created quite some response – some of the less heated excerpts are featured below!

Why the divide?

This morning I received The Lifeboat magazine and the usual advertising material plus an expensive magazine 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 consensus does not first find out what sort of person you are. I am not aware of the crew feeling the stroke and second on screen and asking them if they are high level, middle of low level – 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, buy a good deal as a polarisation, just the basic summer, but does that justify your treating me like a low life?

The catalogue has to be read and studied before we give the RNLI. I am just not what we are allowed to buy. This is obviously something that should be done

Ian Ventham, head of

I am very sorry indeed I cannot, like to explain in

Of course I should over-

this would be a realistic

The RNLI, in correct

recognition to certain

display plaques from

We still always

stoppers if gifts are at

The RNLI has had 50

lifetime gifts, almost

been available to

Some 30 years ago we

enable greater numbers

and to receive in the

it the privilege of being

fully in response to

not supporting the

advertisers, we intro-

duce most likely to use

the RNLI – some 5000

Offshore members

and

A compromise?

The letters exchanged between myself and Miss Lucas, which were published in the Autumn 1998 issue of *The Lifeboat* have sparked a lively correspondence.

I think the honours are just about evenly divided. Six letters supported Miss Lucas' objections to the RNLI selling items emblazoned with our differing grades of membership; and a similar number said that if selling these items helped raise more money, then by all means do it.

This correspondence, and the strongly held views of supporters have caused us to stop and think. We believe there is a compromise. From next year, garments in the Insignia catalogue will carry, where appropriate, a range of logos. Our many supporters who want to confirm their commitment with either a Governor, **Offshore**, or Shoreline logo will be able to do so. However, those who do not care to will be able to choose the non-specific 'Lifeboat' logo to go on their purchase.

Thus, I hope the conflicting needs of two different types of people will be met.

Ian Ventham
Head of Fundraising and Marketing

I take Miss Lucas' point with donation graded membership but I have some reservations. In the meantime, Miss Lucas, please reconsider your intention to end your membership... the fact that the RNLI acknowledges in certain ways the generosity of those able to donate larger cash sums is perfectly appropriate... this Governor/Offshore business is absolute rubbish... I was unpleasantly surprised to discover that I could not buy the same gear as an Offshore member... I do not think that the small indulgence of being able to buy a tie with slightly different insignia constitutes snobbery... nobody likes class divide but I totally agree with what the RNLI is doing... if the RNLI has found a way to raise more funds it is to be praised not denigrated... we don't go round staring at people's ties to work out their social standing... I do not distinguish between different types of membership and I doubt if any RNLI member would. They are all equally important to the survival of the RNLI... as a governor I am proud to be able to give more than some and it doesn't bother me in the least that there are many more who, thankfully, can give more than me. I am amazed that anyone should be offended.

People and Places

On Station

The following lifeboats have taken up duty:

All-weather

Ballyglass – Severn 17-15 (ON1235) *Bryan and Gordon* on 14 August

Stromness – Severn 17-16 (ON1236) *Violet, Dorothy and Kathleen* on 22 October

Holyhead – Arun 52-37 *Kenneth Thelwall* on 17 September

Aberdeen – Arun 52-39 (ON1135) *Mickie Salvesen* on 28 August

Inshore

Tynemouth – D535 *The Cromer Smuggler* on 19 August

Hunstanton – Atlantic 75 B749 *DJS Haverhill* on 10 September

Broughty Ferry – D539 *Hartlepool Dynamo* on 15 September

Blackpool – Atlantic 75 B748 *Bickerstaffe* on 25 September

Hastings – D540 *Cecile Rampton II* on 4 October

Clacton – Atlantic 75 B744 *Robert George Alexander* on 10 October

Stranraer – D538 *Tom Broom* on 19 October 1998

Southwold – Atlantic 75 B750 *Leslie Tranmer* on 28 October 1998

Please Sir, we'll have some more...

During a long and tiring search for some missing divers in the Channel on 17 August, Selsey and Newhaven lifeboat crews were replenished with breakfast and a roast dinner.

RFA Sir Percivale was the on scene commander and at 0830 asked the lifeboat crews if they would like a little breakfast. Gratefully accepting, the hungry crews took the lifeboats alongside *Sir Percivale* to pick up the food which included muesli, egg and bacon sandwiches (with ketchup and brown sauce) and drinks.

The search for the divers (who sadly, were never found) continued and as 1230 arrived, the dinner menu was passed over the radio.

This time the crews were

treated to pork chops, peas, carrots, potatoes and gravy – the parcel also included plates, knives, forks and even a chocolate bar for pudding!



Crews needed urgently



Game for an adventure? Then gather three friends, grab a set of wheels and hit the road for the RNLI Lifeboat Challenge.

It's the fun, new event, to raise vital funds for the Royal National Lifeboat Institution and celebrate 175 years of saving lives at sea.

Your mission will be to visit as many operational RNLI lifeboat stations in the UK and the Republic of Ireland in 48 hours from 6pm Friday 4 June 1999 until 6pm Sunday 6 June 1999.

You can do it however you like: by skates or scooter, horse or helicopter, or just good old car.



Lifeboat Challenge

The drive to save lives at sea

All we ask is you and each team member raise at least £100 through sponsorship.

For your part you'll be rewarded with the thrill of the challenge, the comradeship and the chance to win one of many fabulous prizes.

If you'd like to join the drive to save lives at sea, please phone the RNLI Help Desk on 01202 663 234.

175 years
of saving lives at sea

Lifeboats
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Musical SHOWCASE

FROM THE RNLI

The wonderful music of the Royal Marines' Bands has always shown their mastery of the art of military music; however, their extraordinary talents extend so much further into the music world providing, today, a wide variety of combinations ranging from full symphony orchestras and concert bands to chamber orchestras and dance bands etc. These all complement the ceremonial and military music acclaimed for many years all over the globe.

It is not, perhaps, known that each musician is qualified in at least two instruments, their training involving Degree courses today.

The variety of music is reflected in the increasing number of fine recordings made by the bands, all of which are of a special nature and are increasingly sought after by music lovers worldwide.

The partnership and warm relationship established between the RNLI and the Royal Marines

now enables these recordings, by these outstanding musicians, to be available through the RNLI and, at the same time, provide funds for the lifeboat service from their sales. These recordings are not generally available from record stores!

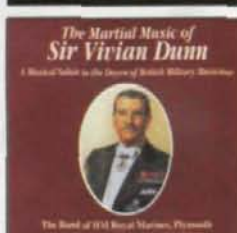
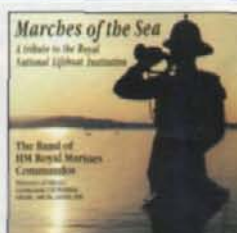
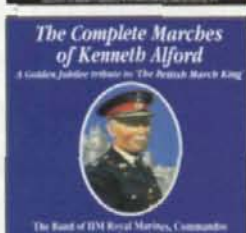
The quality of the recordings is greatly acclaimed and reflect the sheer professionalism of the two organisations in the exacting standards of work in their different fields.

The recordings shown represent part of the ever increasing number released - a full playlist is available on application.

... the name synonymous
with fine music
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Lifeboats
Royal National Lifeboat Institution



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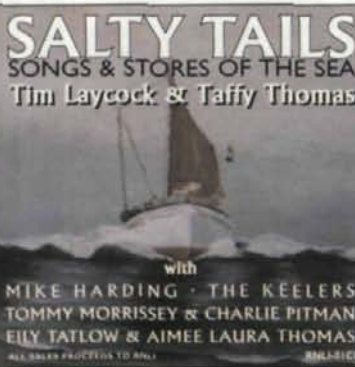
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Royal National Lifeboat Institution

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Embroidered Houseflag
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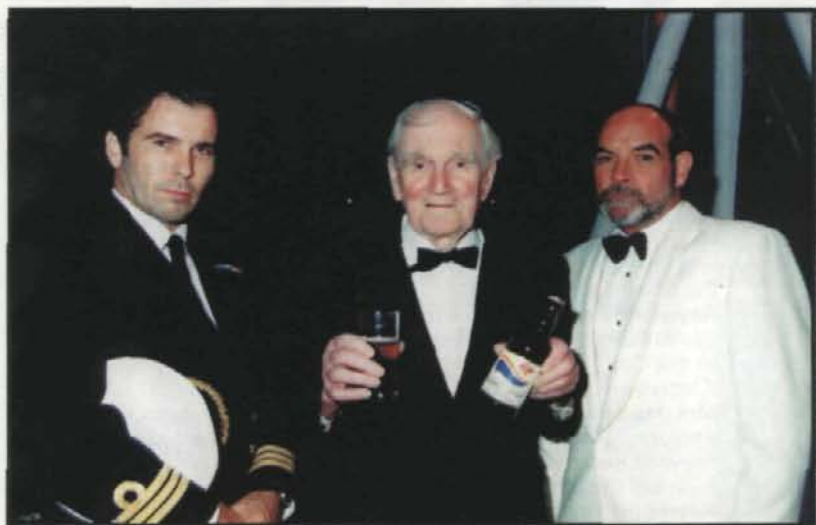
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Station or individual name
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The Fundraisers

Some ways of filling the coffers...



Uncle Albert drops in

TV personality Buster Merryfield, also known as Uncle Albert in 'Only Fools and Horses', opened New Milton and district branch's RNLI Summer fete in August 1998.

The event, which was held in the grounds of the Cliff House Hotel on Barton on Sea cliffs, raised over £3,300 including a generous donation from Buster. Branch chairman, Ted Horne, standing behind Buster in the photograph, introduced the actor to the crowds.



Fred Skywalker

Scarborough lifeboat honorary secretary, Fred Normandale, along with his daughter Sarah, Glynn Simpson and Jackie Cunningham wing walked over Scarborough on 2 August.

The daredevils reached for the sky with the Crunchie aircraft team from Cirencester using two Boeing Steermans. This was part of a series of events over the weekend which netted £10,000 for the RNLI.



Jack gets the ball rolling

Crowds gathered to welcome football legend Jack Charlton and his wife Pat at the opening of the Seahouses (North Sunderland) lifeboat fete on Bank Holiday Monday.

The World Cup winner and former Ireland manager is shown here presenting a gift from the lifeboat crew to Captain George Alston who was retiring as branch secretary.

The fete was very successful and raised a total of £16,500 for lifeboat funds.



A The Fundraisers A

Some ways of filling the coffers...

Ken tickles the crowds

Lifeboat coffers were boosted by almost £23,000 during Hoylake lifeboat station's open days which were held over the August Bank Holiday.

The event, which has grown in both size and popularity over some 20 years, featured a huge variety of air displays including the Red Arrows and a wide range of stands and sideshows as well as RNLI stalls and collection centres – it really is all the fun of the fair and carnival time for Hoylake.

The event was officially opened by Liverpool comedian, Ken Dodd, who entertained the crowds and even gave away all of his 'lifeboat' tickling sticks.



Lining up for cash

Line dancers from Quin in the Republic of Ireland, donned lifeboat clobber and strutted their stuff in July to raise cash for the RNLI.

The event was organised by the local line dancing team and raised over £1,200 despite the fact the fact that the village, in Co Clare, is 33 miles from the nearest lifeboat station at Kilrush.

Bottle openers

Hard-working volunteers from Hertford branch are always looking for different ways to raise funds and 'win fundraising friends'.

One such friend of the branch is The Lord Haig public house which opened its RNLI charity bottle in August – producing £150.

The photograph shows publicans Keith and Carol Plume with branch officials armed and ready to smash open the bottle.



Victory for the girls

Wives and girlfriends of Llandudno lifeboat crew showed off their skills during a charity football match against the local police squad in May.

The event was a double success for the ladies, not only did they beat the Police team 6-4, but over £2,200 was raised for the lifeboats through sponsorship and collections.

Word has it that the policemen were dirty players, with more than half of them getting the red card – but it was all part of the fun and they did make amends by donating £50 to the collection.

The Fundraisers *A*

Some ways of filling the coffers...

...In Brief...

In October, **Sanderstead and Selson** branch held a mock auction which included a three course meal, an auction of mystery parcels and star items donated by local companies. The star items (including a 26in TV) raised £676 and the evening, which proved to be a great success, raised £1,280 – the biggest single profit ever made by the branch.

Hull and Beverley ladies lifeboat guilds combined to use the wedding marquee at the home of Mr and Mrs Bullock in September.

The wonderful array of smoked salmon canapes and sparkling wines were enjoyed by 135 guests – tickets and raffle sales raised £1,262.

A cheque for £1,000 was recently presented to **Newhaven** lifeboat by Newhaven Marina Yacht club. The sum was raised at a charity dinner held by the club in September, during which an auction and raffle took place.

Chew Valley branch held a very successful golf day in July at Farrington Golf Club – raising £4,500 for the RNLI. Thirty teams of four took place part in the event and sponsorship came from no less than 28 firms and individuals which included prizes.

Stephen Richards and Gareth Phillips, both aged 14, raised £144 for the RNLI by completing a sponsored bike ride from Mumbles to Duvant and back. The lads recently presented a cheque for the amount to **Horton and Port Eynon** station secretary and crew members.

Hunstanton lifeboat crew held a race night fundraiser in October, raising £635 for the lifeboats. As well as the sale of nine races and 72 horses, the event also held two very successful raffles.

Do **Pontypridd** branch have the youngest committee member? Fifteen-year-old Natalie James is the branch's flag day organiser under the keen eye of her father, Bill branch box secretary. Younger sister Samantha also helps out and at the local town carnival parade in July, the bucket collections, together with the sales of souvenirs and produce raised nearly £400.

Notice to contributors:

We are always pleased to receive any material intended for publication. However, due to space restrictions and the huge quantity of submissions received, it is impossible to publish every article received.

In order to keep administration costs down, contributions will not usually be acknowledged. Every contribution is considered and we do try to be as fair as possible. So keep those articles coming in – yours could be featured next time.

Arbroath takes the trophy



Photo courtesy of Arbroath Herald

Arbroath crew members returned home triumphant in July after beating 12 other teams, from organisations all over the north-east of Scotland, in an RNLI challenge fundraising event.

The competitive field sports day which was held at Ballindalloch Castle featured five events – archery, mountain biking, clay pigeon shooting, river-rafting and target shooting.

The event raised over £13,000 for the Scottish lifeboat training appeal.

Lifeboatmen of steel

In September, British Steel Community Awards presented a cheque for £12,000 to Redcar lifeboat station, where two of the crew members are British Steel employees.

The station's Atlantic 21 lifeboat has recently been undergoing a major refit at the Inshore Lifeboat Centre at Cowes – the donation from British Steel has been used to cover the cost of two brand new engines as part of the refit.



Photo Courtesy: British Steel

Coast to coast



Tynemouth lifeboat Coxswain, Martin Kenny, and his son Jonathan recently undertook a coast to coast walk in aid of the Tynemouth lifeboat appeal – collecting over £500 in sponsorship money.

They completed the 200 mile walk in 9 days and 5 hours, setting off from St Bees on 10 July and finishing at Robin Hood's Bay on 19 July.

Apparently, they have just a few aches and pains but many stories to tell from their trip!

A The Fundraisers A

Some ways of filling the coffers...

Selling like hot cakes

Schoolgirl Robynne Stenner cooked up a novel way of helping the lifeboats. Ten-year-old Robynne, together with her family, helped the Midsomer and Radstock branch to man the stall at the Bath and West show in May. Such was her enthusiasm, she decided to do her own fundraising.

As a result she baked some cakes, with sister Helen producing some posters, and set up a stall at school to sell her wares – which raised over £45. The photograph, right, shows Robynne with her sister handing over the cash to Malcolm Curtis, landlord of the White Hart, home of the local branch, and Chairman George Noden.



Brighton breaks record

Brighton branch has exceeded its previous records by collecting over £1,908 at Asda in Brighton marina between 30 July and 2 August – last year's figure was £958.



Above: Cable and Wireless present a cheque for £3,500 to the RNLI in the City of London following charity walks which involved over 150 of its staff members. Photo: Tariq Chaudry.

Squadron leaders

The Royal Yacht Squadron, which has several RNLI Committee of Management members among its numbers, has been instrumental in a considerable amount of fundraising.

Michael Campbell, Vice-Commodore of the squadron and Crew Training Appeal patron, wrote to members to form a syndicate to fund crew training at Yarmouth lifeboat station. The response was so positive a second syndicate had to be formed to fund Weymouth and the Earl of Portsmouth even decided to sponsor Portsmouth lifeboat station entirely. Some members also made donations to other stations including Bembridge.

Each syndicate has seven or eight members and will bring in £20,000 over the next five years. Tax reclamation will create around another £8,000 which has been put towards training at Cowes.

Therefore the total raised for the Crew Training Appeal through Michael Campbell's squadron fundraising is £68,000.

In addition, two of the squadron's staff took place in the London marathon last year and were sponsored, largely by members, to the tune of £11,500.

Invest in our future?

The Harbour Account, a postal investment account operated by The Royal Bank of Scotland, offers both you and the RNLI a great deal. There is a very competitive rate of interest and a guaranteed £50,000 donation to the RNLI from the Royal Bank – but only if 2,000 accounts have been opened by the middle of next year.

So how close are we to reaching this target at present? Sadly, we could be doing better. Only 450 accounts have been opened to date, so we need some real help if we are going to be able to generate the 1,550 accounts required in order to claim the £50,000 bonus.

Anyone can open a Harbour Account, you don't need to be an RNLI member, or an existing Royal Bank customer and you can start with an investment of just £500.

The account offers tiered interest rates, so the more you invest, the higher rate of return you can achieve and with only 30 days notice required to reach your investment, your savings are never far away.

If you would like to obtain an information pack, call (0800) 121121. If the RNLI doesn't achieve 2,000 accounts, it will still receive 0.25% of the total balances at the end of each year – not bad, but not quite the same as £50,000!

A few shares can go far

For a couple of years the RNLI has been offering a scheme whereby it can benefit enormously from small batches of shares, that probably would cost more for you to sell than they would ultimately be worth.

We have teamed up with a specialist broker who aims to sell these shares in the most economical way and then only charges us a fraction of the normal commercial cost for the sale. In the majority of cases the RNLI does very well out of the exercise. In fact in the last year or so, over £8,000 has been raised with the help of Charles Stanley Ltd.

So, if you do have any shares, which fall into this category, the RNLI would welcome the opportunity to try to turn them into valuable income. For more information please contact Tizzy Perkins on (01202) 663295 or write to her at Corporate Relations, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset. BH15 1HZ

Farewell

Nigel French, corporate relations officer, left the RNLI in October to join the charity, Canine Partners for Independence. We all wish him well.

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



The Cromer lifeboat on its way to the steamer Fernebo, January 1919.

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

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

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

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



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

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

Mr/Mrs/Miss/Ms

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Postcode

Membership no. (if applicable)

Registered Charity No. 209603

LJ8/9



Lifeboats
Royal National Lifeboat Institution

PRESERVING ALL YOU VALUE

Lifeboat launches

Station-by-station lifeboat launches for June and July 1998

Aberdeen

Arun: Jul 4, 25 and 26
D Class: Jun 29, Jul 4 (twice),
Jul 14 and 26

Abersoch

Atlantic 21: Jun 9, Jul 18, 20
and 23

Aberystwyth

Atlantic 75: Jun 9, 14 (twice),
20, 21 and Jul 6

Aith

Severn: Jul 27

Aldeburgh

Mersey: Jun 4, 10, Jul 6 and Jul
29

D Class: Jun 9, 10, 14, Jul 6, 8
and 22

Amble

Waveney: Jun 20, 28 (twice),
Jul 7, and 28

D Class: Jun 20, 28 and Jul 7

Angle

Tyne: Jun 13, Jul 2, 10, 19 and
25

D Class: Jun 6, 7, Jul 17 and 25

Anstruther

Mersey: Jun 11, 18, Jul 10 and
29 (twice)

Appledore

Atlantic 75: Jun 7, 9, 16, 19, 20,
21, Jul 7, 11, 12, 19, 24, 26, 27
and 31

Tyne: Jun 14, 21, Jul 7 and 31
(twice)

Aran Islands

Severn: Jun 10, 17, 20, 21, Jul
8, 17, 18, 22 and 23

Relief Arun: Jun 23, 29, Jul 4
and 7

Arbroath

Mersey: Jun 4, 12 and Jul 23

Arklow

Trent: Jul 10 and 16 (twice)

Arran (Lamlash)

Atlantic 21: Jun 5 (twice), 13, 14
and Jul 19

Arranmore

Tyne: Jun 8, 21, 26, Jul 7 and
18

Atlantic College

Atlantic 21: Jun 30 and Jul 28

Ballycotton

Trent: Jun 16 (three times), Jul
1, 23 and 30

Ballyglass

Severn: Jul 23

Arun: Jun 21, 23 and 26

Baltimore

Tyne: Jun 28, Jul 3 and 24

Bangor (Co. Down)

Atlantic 21: Jun 12, 14, 20
(twice), 21, 25, 27 (twice), Jul 1,
2 and 19 (twice)

Barmouth

Mersey: Jun 20 (twice) and Jul
24

D Class: Jun 10, 20 (four times),
29 and Jul 8

Barra Island

Severn: Jun 7

Relief Arun: Jun 5

Barrow

Tyne: Jun 18, 21 (twice) and Jul
17

D Class: Jun 13, 21 (twice), 27,
Jul 18 and 21

Barry Dock

Arun: Jun 10, 19, 20 (twice), 21,
29, Jul 5 (twice) and 8

Beaumaris

Atlantic 21: Jun 7, 9 (three
times), 11, 12, 13 (twice), 14,

19, 20, 21, 23, Jul 11, 13 (twice)
and 17

Bembridge

Tyne: Jun 12, 19, 21 and 26

D Class: Jun 7, Jul 2 and 26

Berwick-upon-Tweed

D Class: Jun 26 and Jul 4

Blackpool

Atlantic 75: Jun 3, 26 and Jul 26

D Class: Jun 3 (twice), 26 and
Jul 26

Blyth

Trent: Jun 23

D Class: Jun 28

Borth

D Class: Jun 20, Jul 6 and 23

Bridlington

Mersey: Jun 15, 20, 26 and Jul
12

D Class: Jun 21 (three times)
and Jul 29

Brighton

Atlantic 75: Jun 1, 10 (twice),
20, Jul 3, 4, 5 (twice), 10, 11
(twice), 18, 23, 27 and 31

Broughty Ferry

Arun: Jun 7, 25 and Jul 2

D Class: Jun 7, 13, 21, 25, 27,
Jul 2, 4 and 5

Buckie

Arun: Jul 2, 14, 20 (twice) and
30

Bundoran

Atlantic 75: Jun 18, Jul 3 and 5

Burnham-on-Crouch

Atlantic 75: Jun 2 (twice), 7
(three times), 10 (twice), 15, 25,
Jul 4, 18, 21, 26 and 30

Burry Port

D Class: Jun 1, 16, 28 (twice),
Jul 8 and 11

Calshot

Brede: Jun 7, 8, 27 (twice), 28,
Jul 5 (twice), 12, 21 and 27

Campbeltown

Arun: Jun 1, 11, 14, 15, 26, 29,
30, Jul 4 and 14 (twice)

D Class: Jul 14

Cardigan

Atlantic 21: Jun 19 (twice), 20,
23 and Jul 10

D Class: Jun 19, 21 and Jul 16

Castletownbere

Arun: Jun 6, 22 and Jul 8

Cleethorpes

D Class: Jun 17, 19, 25, 27, 28
(twice), Jul 4 and 27 (twice)

Clifden

Atlantic 21: Jun 14 and Jul 12

Clovelly

Atlantic 21: Jun 20

Conwy

D Class: Jun 9 and Jul 22

Courtmacsherry Harbour

Trent: Jun 27, Jul 24 and 25

Courtown

D Class: Jun 26, Jul 5, 9 and 14

Craster

D Class: Jul 5 (three times)

Criccieth

Atlantic 75: Jun 14, 16, 23, Jul
1, 21, 26 and 29

Cromer

Mersey: Jun 20 and Jul 5

Cullercoats

Atlantic 21: Jun 17, 21, 22, Jul
1, 5 (three times), 11 (twice), 20
and 25

Donaghadee

Arun: Jun 19, 28, Jul 2 and 3

Douglas

Tyne: Jun 9, Jul 13 and 24

Dover

Severn: Jun 8 (twice), Jul 5, 7,
9, 28 (twice), 30 and 31

Arun: Jun 15, 20, 21 and 26
(twice)

Dunbar

Trent: Jun 18, 28, Jul 4 and 19
(twice)

D Class: Jun 28 and Jul 4

Dungeness

Mersey: Jun 15

Dun Laoghaire

Trent: Jun 5, 9, 18, 21, 29 and
Jul 23

D Class: Jul 11

Eastbourne

Mersey: Jun 4 (three times), 6,
8, 19, 23, 24, 25, Jul 4, 8, 9
(twice), 12, 14, 16, 23 and 24
(twice)

D Class: Jun 7, 18, 22 (twice),
27, Jul 1, 5, 8 (four times) and
12

Exmouth

Trent: Jun 8, 9, 20 (three times),
25, Jul 13 and 29

D Class: Jun 11, 20 (twice), 25,
27 (twice), Jul 9, 10, 18, 19, 24,
26 and 31

Eyemouth

Trent: Jun 15, Jul 5 (twice), 10,
23 and 29

Falmouth

Severn: Jul 11 and 19 (twice)

Atlantic 21: Jun 22, 24, 28, 29,
30, Jul 5, 13, 14, 19 (five times)
and 23

Fenit

Arun: Jul 2, 10, 19 and 29

Fethard

D Class: Jun 7, Jul 5 and 17

Filey

Mersey: Jun 15 and Jul 12

D Class: Jun 2, 4, 27 and Jul 7

Fishguard

Trent: Jun 26 (twice), Jul 10 and
22

D Class: Jun 15, 19, 26 and Jul
22

Flamborough

Atlantic 75: Jun 24, 28, 30, Jul
26 and 31

Fleetwood

Waveney: Jun 19 and 20 (twice)

D Class: Jun 1, 4 and 20

Flint

D Class: Jun 21, Jul 18 and 29

Fowey

Trent: Jun 5 (three times), Jul
14, 19, 26 and 28

D Class: Jun 10, 12, Jul 26 and
28

Fraserburgh

Tyne: Jun 23, 27, Jul 8 and 12

Galway

Atlantic 75: Jun 12 (twice), 19,
20 (three times), 28, Jul 10, 23,
24 and 26 (twice)

Girvan

Mersey: Jun 14, 17 and Jul 2

Great Yarmouth & Gorleston

Trent: Jun 20 and Jul 12

Atlantic 21: Jun 3, 7, Jul 13 and
18

Happisburgh

D Class: Jun 1 (twice), 7, 20 and
Jul 19

Hartlepool

Arun: Jul 12 and Jul 25

Atlantic 21: Jun 28 (twice), Jul
5, 11 and 12

Harwich

Severn: Jul 13, 17 and 18

Relief Arun: Jun 8 and 9

Atlantic 21: Jun 8 (twice), 16,
20, 21, 23, Jul 4 (twice), 7, 10
(three times), 11 (twice), 13, 18
(three times), 22 and 24

Hastings

Mersey: Jun 3, 20, Jul 4 and 31

D Class: Jun 4, Jul 10, 15, 21
and 25

Hayling Island

Atlantic 75: Jun 6, 7 (six times),
8, 13, 21, 27 (twice), Jul 12
(twice), 17, 18 and 23

D Class: Jun 7, 13, 27 and Jul 5

Helensburgh

Atlantic 21: Jun 7, 11 (twice),
16, 18, 19, 23, 28, Jul 2, 17, 18,
24, 27 and 28

Helwick Head

Atlantic 21: Jun 23 and Jul 5

Holyhead

Arun: Jun 10, 15, 30, Jul 9, 11
and 28

D Class: Jul 28

Horton & Port Eynon

D Class: Jun 14, 20, 28, Jul 5, 7
and 19

Howth

Arun: Jun 20

D Class: Jun 12, 19, 28 (three
times), Jul 4 (twice), 6 and 24

Hoylake

Mersey: Jun 7 (twice), 15, 21
and 25

Humber

Severn: Jul 28 (twice) and Jul
29

Hunstanton

Atlantic 21: Jun 20, 21, Jul 6, 10
and 16

Ilfracombe

Mersey: Jun 29 and Jul 25

D Class: Jun 21, 22, Jul 1, 4, 5,
6, 21, 2 and 31

Invergordon

Trent: Jun 20, Jul 11 and 25

Islay

Severn: Jun 27

Kilkeel

Atlantic 21: Jun 14 and Jul 19

Kilmory Quay

Mersey: Jun 16, 21, 24, 26, Jul
1 and 17

Kilrush

Atlantic 75: Jul 30

Kinghorn

Atlantic 75: Jun 10, 18, 21
(three times), 24, 28, Jul 6, 8
(three times), 12, 15, 16 and 17

Kippford

D Class: Jun 3

Kirkcudbright

Atlantic 21: Jun 3, Jul 22, 24
and 26

Kirkwall

Severn: Jun 13, 22, Jul 3 and 6

Kyle Of Lochalsh

Atlantic 75: Jul 9 and 13

Largs

Atlantic 75: Jun 10, 11, 13, 21,
27 (twice), Jul 12 (twice), 19
(twice), 23, 27, 28 and 31

Larne

Waveney: Jun 20, 2

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Lifeboat launches

Continued...

LittlehamptonAtlantic 21: Jun 13, 20, 27, 28,
29, Jul 2, 5 (twice), 11, 25 and
26**The Lizard**

Tyne: Jul 22

LlandudnoMersey: Jun 6, 7, 9, 14 (twice),
Jul 6 and 18D Class: Jun 6, 9, 12, 26 and Jul
2**Lochinver**

Arun: Jul 19

Lowestoft

Waveney: Jun 14 and 21

Lyme RegisAtlantic 75: Jun 27, Jul 6, 13,
14, 18 and 27**Lymington**Atlantic 21: Jun 6 (twice), 20, 21
(twice), 28 (twice), 29, Jul 8, 17
and 19**Lytham St. Annes**

Mersey: Jun 25 and Jul 5

D Class: Jun 7, 11, 20, Jul 3, 4
(twice), 5, 7 and 26**Mablethorpe**D Class: Jun 21 (three times)
and 24**Macduff**

Atlantic 21: Jun 7 and Jul 12

MallaigArun: Jun 5, 11, 14, 17, 27, Jul
8, 25 and 30**Marazion**

D Class: Jun 6, 29 and Jul 6

Margate

Mersey: Jun 20, Jul 11 and 21

D Class: Jun 2, 14, 21, 24, Jul 3,
5, 11 and 28**Minehead**Atlantic 75: Jun 7 (twice), 13,
20, 30, Jul 7 and 23 (twice)

D Class: Jun 7, 13 and Jul 24

Moelfre

Tyne: Jun 12, 16, Jul 17 and 20

D Class: Jun 12, 26, Jul 8, 12
and 19 (twice)**Montrose**

Mersey: Jun 4

D Class: Jul 1

MorecambeD Class: Jun 27, Jul 11, 12 and
26 (twice)**Mudford**Atlantic 21: Jun 9, 21 (twice),
27, 28, Jul 1, 7, 9, 17 and 27**The Mumbles**

D Class: Jun 19, Jul 5 and 25

NewbigginAtlantic 21: Jun 1, 20, Jul 5, 30
and 31**New Brighton**Atlantic 75: Jun 2, 7, 9, 12, 13
(three times), 14 (four times),
15, 20, 24, 25 (twice), Jul 5, 11,
12, 16, 25 and 26**Newcastle (Co. Down)**

Mersey: Jun 21 and Jul 7

D Class: Jun 21 and Jul 18

NewhavenArun: Jun 6, 7, 14, 16, Jul 2
(twice), 5, 7, 16 and 24**Newquay (Cornwall)**Atlantic 75: Jun 7, 14, 21, 24,
25, 27 (twice), Jul 1, 14, 19 and
21D Class: Jun 7, 21, 24, 25, 27,
Jul 14 and 19**New Quay (Cardiganshire)**

Mersey: Jul 3 and 10 (twice)

D Class: Jun 3, 14 and 20

North BerwickD Class: Jun 27, 28, Jul 21 and
22**North Kessock**D Class: Jun 20, 24, Jul 13, 15
and 30**North Sunderland**

Mersey: Jun 9

D Class: Jul 19

ObanTrent: Jun 1 (twice), 7, 11, 13,
28 (twice), Jul 2, 4, 7 (twice), 8,
9, 14 (twice), 18, 19, 24, 29 and
31**Padstow**

Tyne: Jun 21, Jul 2 and 22

PenarthAtlantic 75: Jun 20 (twice), Jul
18 and 19D Class: Jun 16, 20, 25 and Jul
6**Penlee**

Arun: Jun 6, Jul 8 (twice) and 21

PooleAtlantic 75: Jun 6, 7 (twice), 10
(twice), 13 (twice), 14, 16(twice), 21, 28, 29, 30, Jul 2
(twice), 4, 5 (twice), 15, 17, 26

(twice) and 30 (twice)

Brede: Jun 7 and Jul 26 (twice)

Portaferry

Atlantic 75: Jun 8 and 14

Port Erin

Atlantic 21: Jun 9, Jul 25 and 30

PorthcawlAtlantic 75: Jun 7, 11 (twice),
13, 16, 28, Jul 6, 24 and 25**Porthdinllaen**Tyne: Jun 30, Jul 4, 12, 14 and
23**Port Isaac**D Class: Jun 22, Jul 2, 20, 22
and 31**Portpatrick**Tyne: Jun 24, Jul 2 (twice) and
22**Portree**

Trent: Jun 11 and Jul 20

PortrushArun: Jun 4, Jul 3, 4 (twice), 7,
11 and 20

D Class: Jun 4, 16, Jul 7 and 11

PortsmouthAtlantic 75: Jun 7 (three times),
14, 21, 24, 27, 28, Jul 14, 25
and 26D Class: Jun 7, 20, 24, Jul 16
and 26**Port Talbot**

D Class: Jul 3 and 25

Pwllheli

Mersey: Jun 10, 23 and Jul 25

D Class: Jul 25

QueensferryAtlantic 75: Jun 1, 12, 13, 14,
18, 20, Jul 15, 20 and 27**Ramsey**Mersey: Jun 5 and Jul 22
(twice)**Ramsgate**

Trent: Jul 2, 10, 17, 21 and 29

Atlantic 21: Jun 3, 10, 16, Jul
17, 18, 23 (twice), 28, 29 and 31**Red Bay**Atlantic 75: Jun 26, Jul 14, 18,
24, 25 and 27**Redcar**Atlantic 21: Jun 18, Jul 8, 11
(twice), 14, 26 and 28D Class: Jun 7 (twice), 24, Jul
11 (twice) and 28**Rhyl**

Mersey: Jun 12

D Class: Jun 20

RockD Class: Jun 9, 11, 19, 20, Jul 1,
15, 19 and 30**Rosslare Harbour**Arun: Jun 14, Jul 10, 21 (three
times) and 22**Rye Harbour**

Atlantic 75: Jun 7

St. Abbs

Atlantic 21: Jun 27, Jul 5, 23 and 28

St. Agnes

D Class: Jun 13 and Jul 4

St. Bees

Atlantic 75: Jun 12

St. Catherine

Atlantic 21: Jun 11, 12, Jul 8, 11, 12 and 24

St. Davids

Tyne: Jun 12, 24, Jul 3, 5 and 11

D Class: Jun 24, Jul 5 and 29

St. Helier

Waveney: Jun 7, 12, 20, Jul 13, 15 and 24

St. Ives

Mersey: Jun 13 and 23

D Class: Jun 2, 27, Jul 13, 23 and 28

St. Mary's

Severn: Jun 3, Jul 11, 16 and 26

St. Peter Port

Severn: Jun 7 (twice), 11, 13 and Jul 1

Relief Arun: Jul 21, 24 and 29

Salcombe

Tyne: Jun 7 (twice)

Scarborough

Mersey: Jun 26 and Jul 2

D Class: Jun 21, Jul 5, 19 and 21

Selsey

Tyne: Jun 1, 17, 20, 21, 27, Jul 10 and 23

D Class: Jun 3, 14, 20, 21, 27, Jul 1 and 16

Sennen Cove

Mersey: Jul 3 and 7

Sheerness

Trent: Jun 7 (twice), Jul 11, 17, 18 and 25 (twice)

D Class: Jun 2, 7 (twice), 26, Jul

10, 11, 15 and 25 (twice)

Sheringham

Atlantic 75: Jun 20

Shoreham Harbour

Tyne: Jun 7, 20, 27, 28, Jul 14, 18, 26 and 30

D Class: Jun 7, Jul 18 and 20

Silloth

Atlantic 75: Jun 2, Jul 12 and 26

Skegness

Mersey: Jun 3, 8, 11 and 21 (twice)

D Class: Jun 1, 7, 8 (twice), 9,

21 (twice), Jul 3, 16, 23 (twice), 24 (four times) and 28

Skerries

Atlantic 21: Jun 14, 15 and 21

Southend-on-Sea

Atlantic 21: Jun 2, 6 (twice), 13 (three times) and 15

D Class: Jun 6 and 7

Staithes and Runswick

Atlantic 21: Jun 5 and 17

Stornoway

Arun: Jun 5, 8 and 16

Stromness

Arun: Jun 29 (twice) and Jul 19

Sunderland

Trent: Jun 5, 9, 28, 29, Jul 4, 19, 21, 28 and 31

D Class: Jun 28, 29, Jul 9, 19, 25 and 31

Swanage

Mersey: Jun 22, 26, Jul 11, 13, 26 (twice), 27 and 31

D Class: Jun 6 (twice), 7, 22, 27, Jul 6, 9, 11, 17 and 18

Teemouth

Tyne: Jul 8, 19 and 28

Teignmouth

Atlantic 21: Jun 1, 15 and Jul 13

Tenby

Tyne: Jun 22, Jul 8 and 11

D Class: Jun 6, 10, 13, 21, Jul 8

(twice) and 26 (twice)

Thurso

Arun: Jun 3, Jul 10 and 21

(twice)

Tighnabruaich

Atlantic 75: Jun 6, Jul 1, 3, 19, 21, 25 and 28

Tobermory

Relief Arun: Jun 3, 8 and 9

Arun: Jul 12, 15 (twice), 16, 22 and 26

Torbay

Arun: Jun 11, 20 (three times), Jul 8, 9, 14, 19 (twice), 20, 23 and 28

D Class: Jun 1, 3, 17, 20, 28

Tramore

D Class: Jun 6, 16, Jul 9 and 29

Trearddur Bay

Atlantic 75: Jun 1 (twice), 4, 14 (twice), 17, Jul 5, 11 (twice), 16 and 22

Troon

Arun: Jun 18 (twice), 22, Jul 7,

12, 18, 19 and 23

Tynemouth

Arun: Jun 5, 7, 9, 10 (twice), 28, Jul 11 and 29

D Class: Jun 9 (twice), 10, 22, Jul 6, 11 (twice) and 29

Valentia

Severn: Jun 9, 12, 22, Jul 8, 28 and 29

Walmer

Atlantic 21: Jun 7 (twice), 18, Jul 8, 9 (twice) and 20

D Class: Jun 18, Jul 9 and 20

Wells

Mersey: Jul 17

West Kirby

D Class: Jun 1, 7 (twice), 12 and Jul 21

West Mersea

Atlantic 21: Jun 13, 15, 27, Jul 15, 18 and 26 (three times)

Weston-Super-Mare

Atlantic 21: Jul 16 and 26

D Class: Jul 7, 25 and 26

Weymouth

Arun: Jun 5, 21 (twice), 24, 27 (twice), 28, Jul 4, 6, 9, 10, 13,

14, 21 and 31

Atlantic 75: Jun 21 (three times), 27, Jul 2 (twice), 11, 17, 25, 29, 30 and 31 (twice)

Whitby

Trent: Jun 14 (twice), 26, 28, Jul 2 (twice), 5 and 11 (twice)

D Class: Jun 4, 9, Jul 5 and 19

Whitstable

Atlantic 21: Jun 4, 6, 7 (twice),

20, 28 (three times), Jul 12, 21,

23 (three times) and 26 (twice)

Wicklow

Tyne: Jun 7, 14, 25 and Jul 6

D Class: Jun 7 (twice)

Withernsea

D Class: Jun 1 and Jul 28 (twice)

Yarmouth (Isle of Wight)

Arun: Jun 13, 19, 20 (twice), 21 (twice), 29, Jul 17 (twice) and 21

Youghal

Atlantic 21: Jun 8, 26 and 28

On Passage

ON 1208 Trent: Jul 17

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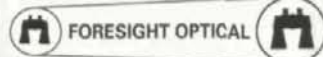
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Lifeboat Tea is still ready to come to the rescue of all tea drinkers looking for a full flavoured refreshing drink either in loose form or tea bags, packed into cartons or gift caddies.

We are always keen to be moored up with RNLI supporters who act as distributors saving the taste buds in their local community and making additional funds to save those in distress at sea.

For further information on how you can enjoy really great tea and raise funds for the RNLI please contact our skipper at:-

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