

Spring 1999

The Lifeboat

The magazine of the RNLI

In this issue...

- **Lifeboat Services**
including Bronze Medal and Vellum awards
- **Anniversary Special**
a six page feature looking back at 175 years of the RNLI's lifeboats, boathouses and headquarters
- **Lifeboat Lexicon**
how to identify a lifeboat...



175 years
of saving lives at sea



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Royal National Lifeboat Institution

1824 – 1999

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The Lifeboat

Spring 1999

In this issue...

Number 547

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



Cullercoats' Atlantic 21
Edmund and Joan White
makes a fine sight as
she avoids a breaking
wave off the north east
coast.

Photo by Rick Tomlinson

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175 years
of saving lives at sea

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of the RNLI
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famous Appeal of 1823

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NEWSPOINT

**Charting
our course
for the future**

Vision and Values for the RNLI

I can almost hear your groans as I mention two business buzzwords currently in fashion. Notwithstanding this healthy cynicism – I need your help.

My early impressions of the Service are that it has, among many other assets, a very clear idea of where it has come from. The Institution is steeped in history and has a wonderful heritage hard earned by generations of brave lifeboat crews and dedicated fundraisers. Everyone I have spoken to; crew members, shorehelpers, voluntary workers or staff members, is very clear about what the RNLI is here to do – our purpose, which is to save lives from disaster at sea.

Where there seems to be a little less certainty is around two areas:

- Where we are going as an Institution? What sort of organisation do we want the RNLI to be in, say, 10 or 15 years time? What, in jargon terms, should be our *Vision*?
- What are the virtues we hold most dear and underpin everything we do and feel about the service; what, simply, are the shared *Values* of the RNLI?

After only four months in the organisation and just four weeks in post, I am beginning to develop my own ideas on these two key issues. However, I recognise that I am new and that the RNLI is a rich and varied organisation, the complexities of which cannot fully be understood by anyone after such a short time.

Yet it is my job to provide a clear sense of direction for the future. This is something which, with my Senior Management Team, I fully intend to do throughout my term as your Director.

Which is why I need your help. I would like everyone who has a 'stake' in the RNLI – crews, shorehelpers branch, committee members, trustees, fundraisers, members, governors, staff and those who work alongside us, to contribute to an exercise to help me and my senior team chart the course

of the Institution for the future. It is not just for me or the SMT to decide 'top down' what the Vision for the Institution should be although, clearly, I and my senior colleagues have a view on what it might be. At this stage, I envisage such words as, 'recognised', 'international', 'leader', 'professional', and 'innovative', as being ones that could well feature in a Vision for the Institution which, incidentally, should not be more than two or three lines long.

The sort of words I am beginning to consider as worthy of being Values for the RNLI are, 'selfless', 'volunteer', 'skilled', 'courageous', 'steadfast'.

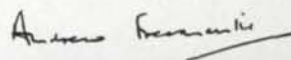
You may disagree with or wish to challenge these first impressions and thoughts of mine – please do so. I ask you to do this because the design of Vision and Values is very much a 'bottom up' process involving wide consultation throughout the Institution lasting several months. With this in mind I have asked Ian Ventham, the RNLI's Head of Fundraising and Marketing, and a small staff team to initiate an exercise called 'Vision and Values – charting our course for the future'.

From now on, at numerous normal meetings and gatherings that you will attend, or perhaps direct to some of you by post, we will be trying to give everyone involved in the life of the RNLI an opportunity to participate in defining these two areas of our life:

- Our Vision – which is where we want to get to as an Institution.
- The Values that should underpin everything we do.

The aim of this is to ensure that, by the end of this year, everyone in the Institution will know where we are trying to get to and the values that we will apply along the way.

Please play a full part in this process. Try not to be cynical, at least until you really find out what we are aiming to do!





Charting our course for the future... the RNLI is setting out to define its Visions and Values

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

News items should be received by 23 April 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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Lynmouth relaunched...



*Report and inset
photo by Martin
Woodward,
Bembridge
lifeboat coxswain.*

*Main photo by
Steve Guscott.*

One of the most famous launches in the history of the RNLI was realistically re-enacted on 12 January – the exact centenary anniversary of the actual service.

The incredible story of the 1899 overland launch of the Lynmouth lifeboat *Louisa* was relived when the newly restored 1887 ex-Bembridge pulling and sailing lifeboat *Queen Victoria* was hauled 14 miles across Exmoor from Lynmouth to Porlock Weir. The *Queen Victoria* was built in exactly the same year as *Louisa* and was of virtually the same dimensions. She was transported up from the Isle of Wight for the event, and had recently been fully restored back to superb original condition after being acquired as a derelict by the present Bembridge coxswain.

Five local shire horses and dozens of volunteers were used to pull the boat through gale force winds, sleet, and driving rain. Ironically, it was a repeat of the same weather that prevailed at the original launch. The original launch was to the 1,900 ton sailing vessel *Forest Hall* which was dragging its anchors off Porlock with a broken rudder, and in danger of being driven ashore. As it was too rough to launch the lifeboat at Lynmouth, the incredible decision was made to go overland and launch from Porlock Weir, which was more sheltered from the storm.

The total time taken for the re-enactment of the launch was six and a half hours, with a little help from modern technology on

the hills. A huge crowd of locals and spectators were gathered at Porlock Weir to welcome the procession, and the atmosphere was incredible.

When considering that the original overland launch took ten hours, which included dismantling walls, taking the boat off its carriage to get through gates, and numerous other obstacles, it is amazing that they achieved it in that time. It was also carried out during the night, with no lighting, and no food or drink. At the end of that arduous journey, the crew launched the lifeboat and took it to sea, which just goes to show what incredible characters they were in that era.

All those who walked the whole distance on the re-enactment were in total agreement that it was nothing by comparison to the original journey in 1899, but it made everyone even more appreciative of the selflessness and dedication of the crew at that time.

The organisation of the re-enactment event was superb, and the whole local community seemed to be involved in some way. Special praise should go to Event Co-ordinator Edward Nightingale, and Event Manager Ashley Clark, who worked extremely hard to make the project possible. Their team were responsible for making the re-enactment so successful, and creating such a superb and memorable day.

It was superb to see the ex-1887 Bembridge lifeboat *Queen Victoria* used for such a memorable and authentic event, and it certainly warmed the hearts of those who have been involved in the long struggle to restore her. Despite numerous approaches to many other organisations who turned the restoration project down due to the poor condition of the boat, the Classic Boat Museum on the Isle of Wight accepted the task with no reservations whatsoever, and did a magnificent job of the restoration. She was completed and launched in June 1998, and has been involved in several events since, which helps towards paying off the remaining restoration costs. Anyone who is interested in having the boat present at an event should contact Martin Woodward for details on (01983) 873125.

There is no doubt that all who took part in the 1999 re-enactment will not forget such a fitting tribute to the achievements of those courageous characters of a hundred years ago.

Mini artics for MTUs!

The RNLI recently took delivery of three MAN 7.5 tonne tractor units with a difference – they are the first of their type in the UK!

The chassis have been converted into 'mini-artics' for coupling to the RNLI's mobile training units (MTUs) which travel the length and breadth of the UK and Republic of Ireland taking training to the stations. The tractor units are equipped with sleeper cabs, six-speed gearboxes, rear air suspension and 'mini' fifth wheels.





All aboard Stormforce 10!

As part of the 175th anniversary celebrations, Drayton Manor Family Theme Park

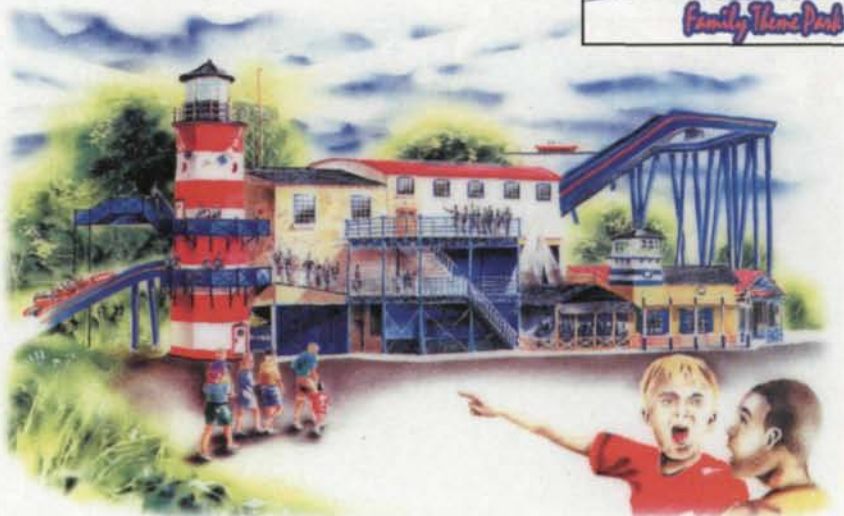
has teamed up with the RNLI to launch a fabulous new white water experience – Stormforce 10.

The new 'wet knuckle ride', which recreates a dramatic lifeboat rescue mission, is unique to Europe and is the UK's first reverse chute water coaster. It has a 180 degree platform to send boats backwards down a 9 metre drop – hitting speeds of 40mph and pulling over 3g!

It is also the first ride in the world to be associated with a registered charity and fundraising generated by the ride will be donated to lifeboat coffers to pay for a brand new Atlantic 75 inshore lifeboat.

Stormforce 10, due to be launched by a boatful of lifeboat crew members on 1 May, is a must for any brave RNLI member.

Drayton Manor Family Theme Park, home of the award winning 'Shockwave', the UK's only stand-up roller coaster and many other exciting rides, can be found just off Junction 9 of the M42 near Birmingham. For further information call (01827) 287979 (24 hour info-line) or browse at www.draytonmanor.co.uk



New Year Honours

The following have been honoured with awards by Her Majesty The Queen in the recent New Years Honours:

FOR SERVICES TO THE RNLI

Officer, Order of the British Empire (OBE)

Mr A K S (Roly) Franks – RNLI Deputy Chairman. For services to the RNLI and the Royal Hospital for Neuro-disability.

Member, Order of the British Empire (MBE)

Mr Keith Horrocks – lately Blackpool lifeboat crew member (Blackpool Visitor Centre Co-ordinator).

Mr Raymond Thomas – Honorary Secretary, St Agnes lifeboat station.

OTHER AWARDS OF INTEREST

Knight Commander, Royal Victorian Order (KCVO)

The Lord Digby – Lord Lieutenant of Dorset

Commander, Royal Victorian Order (CVO)

Commander Michael Higham – lately Grand Secretary, United Grand Lodge of England (The Freemasons have funded 11 lifeboats).

Commander, Order of the British Empire (CBE)

Mrs Margaret Farquhar – Lord Provost, Aberdeen City Council for services to local government (President, Aberdeen station branch).

Mr Ron Neil – lately Chief Executive, BBC production for services to broadcasting (Chairman of the Public Relations Committee).

Member, Order of the British Empire (MBE)

Dr Judith Spenceley – General Medical Practitioner, Inverness, for services to health care (Honorary Secretary of the Inverness guild).

Mr Michael Tregear – for services to the Territorial Army (Sennen Cove lifeboat crew member).

Another successful show



Despite the media hype of an impending recession, exhibitors generated record sales at the 45th London

boat Show in January and the RNLI was no exception with provisional income figures topping £35,000.

Once again the RNLI stand attracted thousands of visitors who saw a variety of exciting displays including, a lifeboat wheelhouse representation, video wall, interactive Sea Safety section, model lifeboats, crew members through the years, as well as all the usual features.



175 year launched

RNLI Director, Andrew Freemantle, officially launched the 175th anniversary year at the Earl's Court Boat show, setting the wheels in motion for the 1999 calendar of events.

The dates for the Flotilla week at Poole have now been announced as 20-26 June with 23 June selected as the day for the flotilla sail-past at Poole Quay. There will be a terrific festival atmosphere all day on Poole Quay with lots to do and see including the 175th anniversary roadshow. Everyone is welcome to come to this event, but space will be limited and it may not be possible for everyone to get a good view – unfortunately it is not possible to issue tickets or guarantee seats to see the flotilla.

As there will be tremendous pressure on staff resources during the entire week, there will be no Open Day at HQ – but the Depot site will be open to visitors on the flotilla day for limited access to view some of the boats and static displays.



Caught in the web... again

There was a fair amount of interest in the list of lifeboat-related web sites which we published in the Winter '98/99 issue of **The Lifeboat**.

As a result we have several additions to the list, some deletions and some changes of address. Please let us know if you have any further information.

We do not have the resources to guarantee the accuracy or completeness of the list which we hold, but it can be emailed to readers of **The Lifeboat** on request. Email thelifeboat@rnli.org.uk – but please bear in mind that we might be busy producing the next issue when it arrives. We'll reply as soon as possible!

We could also make the list available on 3.5in floppy disk, but only as a Word file in Macintosh format at the moment. Please send a donation to cover the cost of the floppy and postage.

And, if you haven't been there already, you really should visit the RNLI at www.rnli.org.uk, which also links to the interactive RNLI's Sea Safety site at www.seasafety.org.uk.

Farewell to an old friend

It can sometimes be forgotten that the excitement of having a new lifeboat on station is often tinged with real sadness at losing an old friend – a lifeboat which has seen the crew through thick and thin and whose every nut, bolt and foible is well known to them.

When the crew from Broughty Ferry brought their Arun *Spirit of Tayside* into the Poole Depot for decommissioning they felt that they had to respect her 20 years of service at their station by doing so in style – and full traditional dress.

Once safely alongside they allowed themselves a private farewell involving traditional Scottish 'tea' – and our photographer. Remarkably the horizon in his photograph is straight and he managed to get all the crew in the photo...

Magnificent as the crew appeared we have it on good authority that Musto are not going to be commissioned to design yellow, foul-weather kilts.



Anniversary Calendar

Don't miss these special 175th Anniversary Events


175 years
of saving lives at sea

- 1 May 1999 Opening of the Stormforce 10 flume ride at Drayton Manor Theme Park
- 24-28 May 1999 Chelsea Flower Show, London. Gateshead Borough Council has designed and planted the first-ever floral lifeboat and slipway!
- 27 May 1999 RNLI AGM and Presentation of Awards at the Barbican Centre, London. Come and see the special birthday cake!
- 4-6 June 1999 Lifeboat Challenge. Find out how many lifeboat stations can be visited in 48 hours – or try it yourself!
- 20-26 June 1999 International Lifeboat Conference at Bournemouth, including...
- 23 June 1999 Spectacular flotilla of new, historic and overseas lifeboats off Poole Quay (morning)

Roadshow Dates

- 20-26 June**, Poole Quay
- 2-7 July**, Exeter (Granada Services, junction 30 M5)
- 13-17 July**, Manchester (Albert Square)
- 19-22 July**, Builth Wells (Royal Welsh Show)
- 24-28 July**, Blackpool (seafront)
- 31 July-2 August**, Greenock (Tall Ships)
- 18-22 August**, Gateshead (Metro Centre)
- 25-30 August**, Brighton (seafront)

Selsey Celebration

More than 300 people gathered on the foreshore at Selsey on 6 September last year for the naming ceremony of the station's new D class lifeboat *Peter Cornish*.

John Plant, the Chairman of the Appeal Committee handed the new boat over to the RNLI, represented on this occasion by George Rawlinson the Divisional Inspector of Lifeboats for the south.

George was then able to hand the boat over to the station, with Honorary Secretary Clive Cockayne doing the honours on its behalf.

The lifeboat was named *Peter Cornish* by Mrs Barbara Cornish, accompanied by her sons Robert and Gavin, in honour of her late husband.

After a service of dedication the lifeboat was launched for a short display of her capabilities before the guests repaired to the boat-house for a buffet.

Weymouth Ceremony

Weymouth's new Atlantic 75 *Phyl Clare 3* was named during a ceremony held at the quayside boathouse on 3 October 1998. Although the station has been operating an Atlantic alongside its Arun since 1995 the previous boats have been from the relief fleet and this was an opportunity to welcome their own Atlantic, which had arrived during May, to the harbour.

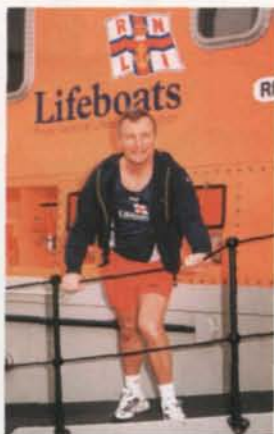
The boat was funded by Mr and Mrs Cleare, and in fair weather and sunshine a large crowd of invited guests watched Mrs Phyl Cleare hand her over to the RNLI's soon-to-retire Director Brian Miles. Brian Miles then passed the Atlantic into the care of the station, represented by the Honorary Secretary and past medal-winning coxswain, Derek Sergeant. After the dedication service Mrs Cleare wetted the boat with the traditional champagne – making sure that there was enough left for the crew to toast their new boat!

Director to run in London Marathon

RNLI Director, Andrew Freemantle, is taking part in the Flora London Marathon on 18 April to raise funds for the lifeboats.

Mr Freemantle is training hard for what will be his first full marathon and says, 'I have realised, in many ways, marathon runners have much in common with our volunteer crews. Commitment, stamina, courage and grit are values that are important to the runner and the crew member alike.'

The RNLI is encouraging marathon runners to fundraise for the lifeboat and run with the 'Team Lifeboat'. In return, runners will be well looked after. They will receive a training guide, help with generating sponsorship, a running vest and invitations to a pre-race pasta party. Once the gruelling 26 miles are completed, RNLI runners will be able to relax at a post-race indoor beach party at a venue minutes from the finish line, where facilities will include showers, a relaxing massage and a few well-earned drinks. For further information see the advertisement on page 39 of this issue of *The Lifeboat*.



Get away with the lifeboat lottery



By now those of you who receive lottery tickets will know that the top prize is a stunning Peugeot 206. The lucky winner will drive off with their prize when they simply collect the car from their local Peugeot dealership!

It is thanks to Peugeot's kind sponsorship that we are able to offer such a marvellous first prize. In addition there are eight runner-up prizes, ranging from £100 to £1,000. If you would like to receive tickets for this, and future lotteries, please contact Rebekah Rose on (01202) 663219, 8.00am to 5.00pm, weekdays.

Another busy year

Provisional statistics released at the year-end showed that during 1998, for the fifth year in a row, lifeboats launched more than 5,000 times.

The figure has been falling slightly since the alarming peak of 6,108 in 1995, although with an average of 14 launches a day the demands on the service are still very heavy.

The RNLI's Sea Safety Initiative was introduced in 1994, as launch numbers rose rapidly, and Peter Bradley, the RNLI's Sea Safety Officer was pleased to see the slowly falling trend. 'We have begun to see signs that our safety messages are getting through,' he said, 'and we hope this is another indication'.

The figures followed a similar pattern to previous years, although the percentage of calls to pleasure craft fell slightly (down 2% to 54%) and the percentage to swimmers and people cut off by the tide rose by 2% to 23%.

Other interesting aspects are that inshore lifeboats carried out nearly 63% of all services; July was once again the busiest month and the long-suffering volunteer crews spent a total of 38,186 hours at sea - or, looked at in a different way, that's four years and four months at sea!

RNLI rides again...

The RNLI is again looking for 50 cyclists to take part in an Arctic adventure. The 500km North Cape Escape route is along the Arctic Highway in northern Norway - land of the midnight sun.

The cycle challenge will take place from 26 June to 4 July to raise funds for the lifeboats and the destination will be the most northerly lifeboat station in Europe.

Last years team raised over £50,000 and this year, as the RNLI celebrates 175 years of saving life at sea, the team is hoping to raise over £100,00.

Challengers will be well looked after and can expect to have the adventure of a lifetime, although the main objective is to raise cash for the RNLI and each member will be expected to raise at least £2,500 to cover the cost of the trip and a donation.

If you are interested in taking part in the North Cape Escape, contact Sue Portsmouth on (01202) 663234 for further information.

Aberdeen Double

Mother nature was kind enough to give Aberdeen a break in its run of bad weather on 17 October, to allow the gathered crowds to enjoy the opening of station's new boathouse and naming ceremony of its new inshore lifeboat, *Margaret II*.

Chairman Alastair Lindsay opened proceedings and following the National Anthem, the lifeboat was handed over to the station by Andrew Cubie, Chairman of the Executive Committee of the Scottish Lifeboat Council. The lifeboat was accepted on behalf of the station by George Booth, Station Honorary Secretary, and a service of dedication for the new lifeboat and building followed.

The lifeboat, donated by Mrs M. Minett of Caterham in memory of her late mother, was named by Mrs Mary Addison whose late husband was a senior branch official as well as a member of the Committee of Management. A plaque to mark the opening of the new boathouse was unveiled by Mrs Thelma Cowper, a member of the fundraising branch and whose family connections with the station go back some 80 years.

To round off the day, a crew-organised ceilidh and dance at a local hotel raised over £950.



Last year, legacies helped us launch over 6,000 times



Isn't that worth remembering?

As a voluntary organisation, we rely on your generosity to launch our rescue missions and help bring our lifeboat crews safely home.

Last year, legacies funded over 60% of the RNLI's income, providing our courageous volunteers with a vital lifeline of lifeboats, equipment and protective clothing. As a result more than 1,300 lives were saved. We certainly think that's something to remember.

Our booklet, *Preserving All You Value*, explains how you can help keep our vital tradition afloat – by remembering the RNLI in your Will.


175 years
of saving lives at sea

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

Thank you.



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

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

Mr/Mrs/Miss/Ms

Address

Postcode

Membership no. (if applicable)

Registered Charity No. 209603

LJ9/4



Lifeboats
Royal National Lifeboat Institution

LIFEBOAT SERVICES

Three rescued after yacht is rolled in storm force winds



A atrocious weather conditions greeted Courtmacsherry Harbour's Trent class lifeboat when she put to sea on Saturday 24 October, headed for a yacht which had been capsized and dismasted 20 miles from the station. The service which followed won Second Coxswain Dan O'Dwyer the RNLI's Bronze Medal and letters of thanks from the Institution's Chairman for the rest of the crew.

A deep depression passing to the north had brought Storm Force winds to the southern Irish coast, whipping up seas more than 30ft high. As they set out in total darkness at around 2000 Second Coxswain Dan O'Dwyer and his crew were well aware of the conditions they would meet, as they had been out on exercise earlier that day.

The casualty was the 42ft ketch *Supertaff* with three people aboard - owners Neil and Mandy Chapman and their cousin Danny - which had been the victim of a cruel chain of events.

Depression

Supertaff had been five days into an extended cruise, heading for Madeira, when Danny's seasickness became so severe that the decision was taken to head towards the Irish coast and wait for quieter weather. Approaching the coast conditions had been fair, and although a depression was forecast to track through later there seemed plenty of time to reach Kinsale safely.

About 13 miles from the coast conditions had deteriorated rapidly, and the well-found *Supertaff* was hoove-to to wait for the weather to moderate. Despite the 80 to 90-knot winds conditions aboard were relatively comfortable and her crew spent the time playing board games and making hot drinks.

Twenty-four hours later, at around 1700 on Saturday

23 October, there was a tremendous bang and *Supertaff* was rolled through 360° - both masts were carried away and the cabin windows stove-in on one side, allowing a considerable amount of water in to the boat.

All three people on board were thrown about as the yacht rolled over, and Danny suffered cuts while Mandy was thought to have broken her arm.

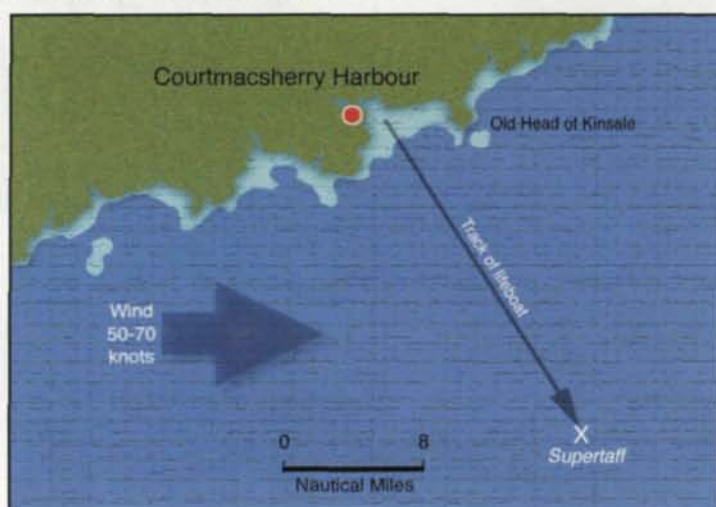
With the masts gone *Supertaff* had no main VHF aerial, although Neil put out a Mayday call on a hand-held set while they bailed and tried to make the yacht as safe as possible.

Mayday

Because of the limited range of the hand-held radio no-one heard the Mayday. However some three hours later lights appeared on the horizon and *Supertaff's* second Mayday was picked up by the approaching vessel - the Spanish oil tanker *Sevantes*.

Sevantes was able to relay the message to Cork radio, and although the large ship was unable to offer any direct assistance in the huge seas she stood by the yacht until help arrived.

Courtmacsherry Harbour lifeboat crew was paged at 1955 and the station's Trent *Frederick Storey Cockburn* put to sea shortly afterwards. Conditions were deceptive in the harbour, which was in the lee of the land, but even here the wind was touching 70 knots and strong enough to make even boarding the



The lifeboat:

Trent Class 14-07

Frederick Storey Cockburn

The crew:

Bronze Medal

2nd Coxn Daniel O'Dwyer

Chairman's letter of thanks

Asst Mech Colin Bateman

Crew members Michael Cox

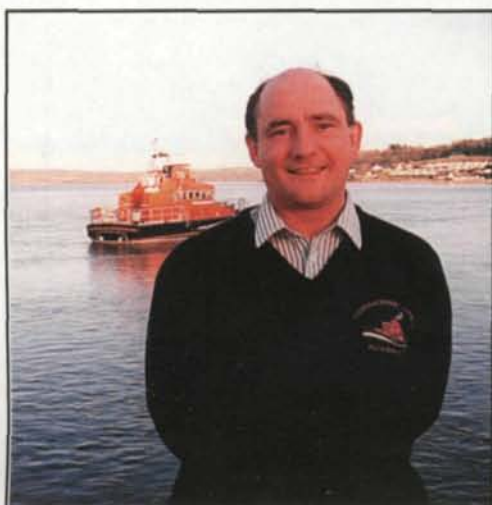
Patrick Lawton

Alan Locke

Brian O'Donovan

Michael O'Donovan

(Below) Second Coxswain
Dan O'Dwyer with the
Trent class *Frederick Storey
Cockburn*.



LIFEBOAT SERVICES

lifeboat difficult.

Once under way the crew, who had already been out on exercise earlier, strapped themselves in for the passage, knowing just how rough it was likely to be.

Once clear of the lee of the land the massive beam seas made holding the lifeboat's southerly course very tricky, but Dan O'Dwyer managed to maintain 21 knots despite the severe motion. The whole crew was greatly impressed by their lifeboat's performance in these extreme conditions.

By 2022 the lifeboat had 15 miles left to run, and was in radio contact with *Sevantes*, and by 2105 she was at the scene.

Mandy Chapman aboard *Supertaff* was impressed. 'They said the lifeboat was due at about 2105,' she said later, 'and dead on 2105 she arrived!'

A helicopter from Shannon arrived at almost the same time and, while hovering in 70 knots of wind, reported that the yacht's masts and rigging were lying in the water on her port side.

Liferaft

This rigging was acting as a drogue, and *Supertaff* was lying with her bow to the north-east, with an inflated liferaft secured to her starboard side next to the cockpit.

The lifeboat eased in from the south-east, but it soon became obvious that it would not be possible to go alongside the casualty, which was being thrown around and buffeted by seas more than 35ft high.

Mandy Chapman's arm was believed to be broken at this time, so Coxswain O'Dwyer asked the helicopter to see whether she could be lifted directly from the yacht or the liferaft.

The helicopter hovered over *Supertaff* three times, but the aircrew decided that it would not be safe to try to lift anyone in the severe sea conditions. They added that they thought it would also be too dangerous to try to put a lifeboat crew member aboard the yacht.

The only option left for the transfer of the survivors was to use their liferaft, so Coxswain O'Dwyer brought the lifeboat in towards *Supertaff's* starboard, downwind, quarter.

Evacuation

With the Trent's bow almost touching the yacht a heaving line was thrown across to the yacht's cockpit and the Trent backed quickly away to hold station about 20m to leeward. She was held there for some ten minutes while it was attached to the liferaft and the three people readied themselves for the evacuation. Two crew members were needed on the lifeboat's foredeck, constantly tending the line to prevent it from snatching as the two vessels ranged up and down in the huge seas.

By 2149 everything was ready and the three survivors boarded the liferaft—with some difficulty



(Above) Neil and Mandy Chapman aboard the recovered *Supertaff* in Dungarvan, where they are refitting her to continue their voyage. (Right) ... a far cry from that day in October last year when the couple and their cousin were snatched to safety in Storm Force winds.



'I must praise the crew in the highest degree for their professionalism, and for the way they calmly looked after us in what was a horrendous situation'

Neil Chapman

— and cut the line securing it to the yacht.

The lifeboat had eased in closer, and as the painter securing the raft to the casualty was cut the liferaft blew clear of the yacht and was swiftly brought alongside the lifeboat.

Within five minutes of leaving *Supertaff* all three survivors were safely in the Trent's wheelhouse and being tended by the crew.

Although two of them were suffering badly from seasickness and all three were exhausted Mandy's arm was not broken and they were declared fit enough to travel back to Courtmacsherry by lifeboat. The helicopter, which had remained nearby, then headed home.

At 2200 the lifeboat headed for Courtmacsherry, still in heavy beam seas but with a slightly moderating wind and was safely alongside by 2326.

Supertaff continued to drift but was salvaged by a trawler 60 miles to the north-east near Helvick Head two days later. Neil and Mandy Chapman are now refitting her and hope to continue their cruise of a lifetime later this Summer.

Neil has been a member of the RNLI's Offshore scheme since July 1997, and following his ordeal he said 'I never thought I'd need the help of a lifeboat crew. I believe all responsible sailors should show their support of the RNLI by becoming an Offshore member.'

Fishermen saved by inshore lifeboat



Helmsman
John Lowery

When four anglers slipped into a rough sea near Newcastle Co Down it took the combined efforts of the station's D class inshore lifeboat and its Mersey class all-weather boat to snatch them to safety.

The D class was working close inshore in a heavy ground swell, and the skill and judgement of her helmsman, John Lowery, earned him the RNLI's Thanks on Vellum.



The lifeboat:
D class D430
(Relief lifeboat)

The crew:
Thanks on Vellum

Helmsman John Lowery
Chairman's letter of thanks
Crew member Brendan Rooney
Crew Member Mark Poland
Ian Williamson

It was just before 1800 on Sunday 16 August when head launcher Peter Heaver saw an anxious couple park outside the nearby Coastguard station. They were looking for help for four anglers who were in the water about half-a-mile to the south at a place known as Maggy's Leap.

He ran across to the station to phone the Coastguard, who had just

received a 999 call about the incident and, as the pagers were set off, set about readying first the D class and then the Mersey.

Helmsman John Lowery and crew member Brendan Rooney were nearby and arrived very quickly. They paused briefly at the bottom of the slip with the boat in the water hoping that an extra crew member would arrive. With people in the water there was no time to spare and when Frances Morgan, the Coxswain

of the Mersey arrived, it was decided to head for the scene with only two people aboard.

It took only minutes to reach Maggy's Leap where the lifeboat crew found five people in the water – Ian Williamson, another angler, having gone into the water to help when he realised that the four casualties were in trouble.

A group of people had gathered about 10ft above the men in the water, who were clinging to garden hoses which had been lowered to them.

The wind was Force 6 to 7, and although it was off the land the seas were confused at the base of the

rocky shore. The waves were being refracted around the headland and combined with the backwash from the shore were creating a nasty 6ft sea.

John Lowery knew the area well and was aware of a submerged rock nearby, so he approached carefully from the north-east, passing to the south of the rock.

The casualties were being buffeted against the sloping rocks and were now in two groups. Helmsman Lowery decided that the group of three would be easiest to approach at the first attempt and quickly put the inflatable's starboard side alongside the rocks near to the group, making sure that the lifeboat could not crush them against the shore.

One man was supporting himself, and another was being supported by the third. With the lifeboat bouncing against the rocks in the confused sea the fittest man was brought in and put up forward, and the second, who was injured, was brought in over the quarter. The third man, Ian Williamson, crawled in over the transom. He was dressed in a survival suit and had gone into the water to help the others.

All the while the lifeboat was being buffeted, heeling sharply to port as the sea



The lifeboat house at Newcastle – Maggy's Leap is about half-a-mile to the left in this photograph

LIFEBOAT SERVICES

receded to leave the starboard side high on the rocks. The engine skeg touched the rocks but the outboard was in neutral and kept running.

John Lowery now had a difficult decision. There were five people in the D class, two of them in a poor condition, and two more people in the water nearby.

The Mersey had arrived by now and was standing off about 100 yards away, to avoid adding her wake to the confused seas. It would have been dangerous to attempt to pick up the remaining people so Helmsman Lowery decided to transfer the casualties to the all-weather boat – moving away towards it to cries of indignation from the helpers on the cliff top.

Within a few moments she was alongside, the casualties transferred and, in response to a call from John Lowery for a third crew member, Mark Poland had joined the D class crew from the Mersey.

One of the men was on the verge of unconsciousness and, with the station so close, Coxswain Morgan decided to take the Mersey back immediately for medical help.

The inflatable quickly moved back to the shore, where the remaining two men were in a hollow under an overhanging rock. Putting her bow into a crevice between them Helmsman Lowery was able to hold the inflatable in position while one man was brought aboard each side. The motion was still severe, but with the lifeboat's stern now facing the seas she was a little easier to manoeuvre.

Once the remaining casualties were aboard the lifeboat was able to ease astern away from the shore, but could not avoid the submerged rock this time. The engine struck the obstruction, damaging the skeg and propeller, but continued to run.

Hypothermia

It was 1820 when the D class started for home, the two crew members attending the casualties. They were both suffering from hypothermia and abrasions and one had a severe, bleeding head wound.

Ashore, the lifeboat station had become a casualty treatment area with crew members, station officials and Coastguards helping two Doctors and an intensive care nurse – all of whom had been in the area and volunteered to help.

At 1838 an ambulance arrived, and a few minutes later a helicopter landed just outside the town. Eventually all five casualties were safely on their way to hospital, two who were severely hypothermic to Belfast by helicopter and the remaining three to a local hospital by ambulance.

A replacement engine was delivered to the station that evening, but despite the punishment meted out to the D class as she was pounded against the rocks she suffered surprisingly little damage – there were some abrasions to the hull and the VHF radio aerial had been damaged as the second man had been pulled aboard.

Simon Cooke, a member of Torbay lifeboat crew, unearths an unusual explanation for an unusual service...



Lifeboat crews up and down the coast spend many hours searching for people reported missing, but not many get called out to look for a missing ghost!

At 1749 on New Year's Day this year Brixham Coastguard activated Torbay Lifeboat crews' pagers after two anglers reported seeing an elderly lady staring out to sea near Goodrington Beach, Paignton. The anglers spotted her as they were preparing their tackle, and when they next looked in her direction she had literally vanished into thin air. They thought they could see something floating in the water, so they alerted the Coastguard on their mobile phone and a major search sprang into action.

Torbay's all-weather and inshore lifeboats sped to the scene and were soon joined by the Portland-based helicopter Whisky Bravo as well as numerous shore-based Coastguard and Police teams. Despite a thorough search of the area no traces of the woman were found and the search was eventually called off.

Now some light has been shed on the mystery thanks to John Wallis, a Goodrington resident and proprietor of a local electrical shop.

John is convinced that the anglers had seen the apparition of 'Sister Mary', as she has been dubbed, a French nun who worked at a hospital tending soldiers from the Napoleonic wars.

The buildings that now form the 'Inn on the Quay', a popular tourist pub on the seafront at Goodrington, used to serve as a hospital for servicemen during the Napoleonic wars. Two French nuns worked there until it closed in 1817 and when they died their remains were buried in a cemetery in the hospital grounds. Eventually the land was developed and the graves were relocated to another part of town – and ever since sightings of 'Sister Mary' have been reported.

John reckons she comes to this part of the seawall to gaze across the sea to her home – or perhaps to look for her old grave amongst the trappings of tourism.

'This isn't the first time this lady has been spotted,' John said, 'one of my neighbours had a very similar experience one night. He spotted a lone elderly woman staring out to sea – and when he looked again she had vanished into the night air.'

As for Torbay lifeboat crew they remain ready to any calls for assistance – whether from this side of the hereafter or the other. But perhaps the next time they launch to the report of a missing woman in the area ectoplasmic meters and spectral gauges would prove more useful than the usual night sights and searchlights!

LIFEBOAT SERVICES

Whitstable's Atlantic capsizes on service to fishing boats

The dangers facing lifeboat crews were graphically illustrated at Whitstable on Sunday 3 January 1999 when the station's Atlantic was capsized by a breaking sea soon after launching.



Helmsman Mike Judge and Crew Members Paul Kemp and Andy Williams had launched at 1330 to go to the aid of some angling dinghies when the capsizing happened.

The waves generated by the Force 9 onshore wind were steep and short and the Atlantic had difficulty building up enough speed to deal with them. She punched through a few before being hit by a particularly large sea which lifted the bow so high that the crew soon realised that she would not come back down upright. Mike Judge said later: 'One minute we were ten feet up in the air and the next we were three or four feet under water.'

Unfortunately the lifeboat was so close to shore that although the crew activated the righting bag there was not enough sea room to right her properly and she – and the crew – were washed up on the beach.



Not long after launching into an onshore Force 9 Whitstable's Atlantic begins to rise to a large sea (main photo). The sea is so steep that the bow continues to rise and as she begins to fall back into the next trough she is almost vertical (top inset). She capsizes bow over stern and floats upside down (lower inset) until the crew activate the inflatable bag.

All of the crew were unhurt and damage was relatively minor, although the lifeboat was withdrawn immediately and a relief boat was on the way to the station within hours.

The dinghies were escorted to safety by Sheerness's all-weather lifeboat and a helicopter some half-an-hour later.

The whole incident had been captured on video and featured in several news broadcasts.

High speed tow for trimaran



At first glance there doesn't seem anything unusual about the top photo aboard a fast-moving trimaran (right) – but the second shot shows that her nine-knot speed is down to an Atlantic on the other end of the tow line!

Beaumaris' lifeboat crew were able to make good speed on their homeward trip as the casualty they had in tow was light, fast and could be towed safely at a fair speed. The trimaran, *Star*, had been on passage from Fleetwood to Burnham-on-Sea in Somerset last August when she was beset by headwinds and found herself in a strong adverse tide with an extremely fatigued crew and a failed engine.

Beaumaris lifeboat launched just after 1430, towed the trimaran to Menai Bridge for repairs and then took her crew back to the station.

Star's crew were very appreciative of the crew's help, the professional delivery skipper remarking that he had 'never seen a better or more competent display of seamanship'.



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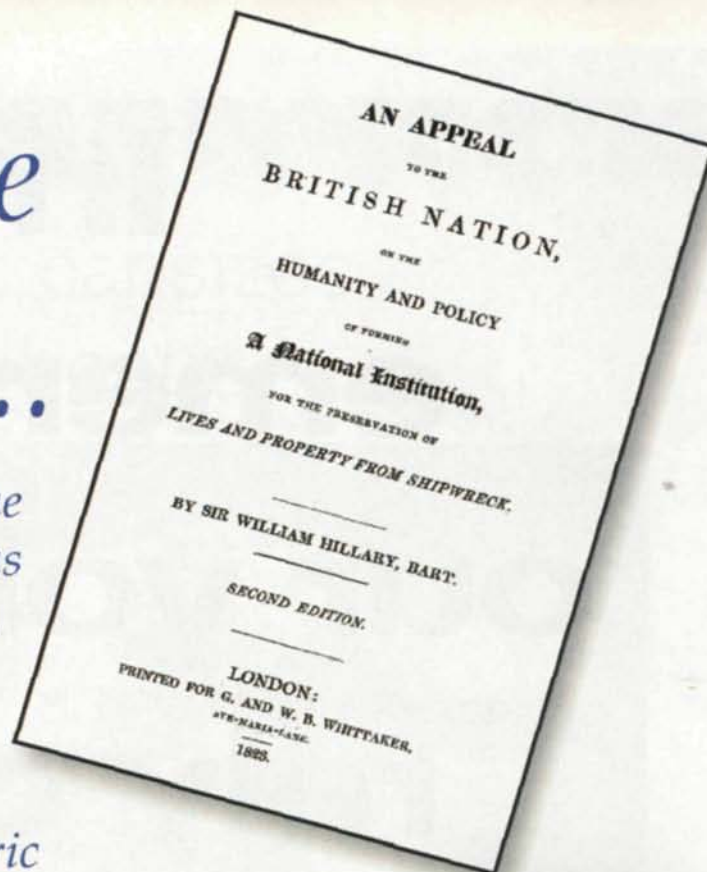


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In the beginning...

The oak of the RNLI grew from the acorn of Sir William Hillary's famous Appeal to the British Nation in 1823. In the nature of nineteenth century writings the Appeal is too fulsome to reproduce in its entirety. Extracts however give the flavour of this historic document...



For many years, and in various countries, the melancholy and fatal shipwrecks which I have witnessed, have excited a powerful interest in my mind for the situation of those who are exposed to this awful calamity; but the idea of the advantages which would result from the establishment of a national institution, for the preservation of human life from the perils of the sea, first suggested itself to me during my residence on a part of the coast, often exposed to the most distressing scenes of misery, and where the dreadful storms of the last autumn prevailed with unusual violence.

On some occasions, it has been my lot to witness the loss of many valuable lives, under circumstances where, had there been establishments already formed for affording prompt relief, and encouragement given to those who might volunteer on such a cause, in all probability the greater part would have been rescued from destruction. At other times I have seen the noblest instances of self-devotion; men have saved the lives of their fellow-creatures at the peril of their own, without a prospect of reward if successful, and with the certainty that their families would be left destitute if they perished.

From these considerations I have been induced to wish, that the results of the experience, talent, and genius of the men of science, should be united in the formation of one great Institution, which would in itself embrace every possible means for the preservation of life from the hazards of shipwreck.

Though many individuals have employed their time, their attention, and often exposed their personal safety for this object, yet nearly the whole of the most extensive and dangerous parts of our coasts are left without any means having been adopted, any precautions taken, for rendering assistance to vessels in distress; and, winter after winter, we have the most afflicting details of the most disastrous consequences attendant on this lamentable apathy to human misery – an awful destruction of life, on almost every shore which surrounds the British dominions: acts have even sometimes been perpetrated at which humanity shudders, and which have caused other nations to cast reproach and opprobrium on the British name.

But individual efforts, however meritorious in themselves, are unequal to produce all the benefits, or remedy all the evils, attendant on one of the most inevitable of perils to which human nature is exposed, and which is most likely to fall upon those who are in the very rime of manhood, and in the discharge of the most active and important duties of life. From the calamity of shipwreck no one can say that he may at all times remain free; and whilst he is now only providing for the safety of others, a day may come which will render the cause his own...

... a national institution should be formed... important to humanity, and beneficial to the naval and commercial interests of the United Empire; having for its objects,

First, The preservation of human life from shipwreck; which should always be considered as the first great and permanent object of the Institution.

Secondly, Assistance to vessels in distress, which often immediately connects itself with the safety of the crews.

Thirdly, The preservation of the vessels and property, when not so immediately connected with the lives of people, or after the crews and passengers shall already have been rescued.

Fourthly, The prevention of plunder and depredations in case of shipwreck.

Fifthly, The succour and support of those persons who may be rescued; the promptly obtaining medical aid, food, clothing, and shelter, for those whose destitute situation may require such relief, with the means to forward them to their homes, friends or countries. The people and vessels of every nation, whether in peace or war, to be equally objects of this Institution; and the efforts to be made and the recompenses to be given for their rescue, to be in all cases the same as those for British subjects and British vessels.

Sixthly, The bestowing of suitable rewards on those who rescue the lives of others from shipwreck, or those who assist vessels in distress; and the establishment of a provision for the destitute widows or families of the brave men who unhappily lose their lives in such meritorious attempts...





MOVING WITH THE TIMES

From humble beginnings in London's Austin Friars, RNLI Head Office has come a long way from its original one-room operation...

The RNLI started life in the City of London, then the financial centre of the world, and the first Head Office, occupied from 1824 to 1826, was 12 Austin Friars. The office was moved to 18 Austin Friars in 1826 and remained there until 1836 when it was transferred to the first floor of number 20. In 1846 a further move was made to the second floor of 8 Great Winchester Street, just around the corner from Austin Friars.

doubled in this time and, once again, larger offices were needed. A 65 years' lease was taken on 22 Charing Cross Road. The ground rent was £385 and the lease of £10,000 was considered moderate for such premises. It was felt that the offices were much better '... for the great national object of the Institution and far more sanitary and suitable for the officers and staff'. The Committee of Management was also well aware that such a prominent site would afford greater publicity to the RNLI.

In 1931, again because of lack of space and due to increasing work, the RNLI moved to 42-44 Grosvenor Gardens and this was to be its last move within London.

The move out of London came largely as a result of a report in 1971 by P A Management Consultants who were asked to review the organisation of the RNLI. The Committee of Management endorsed their recommendation that the Head Office and Depot should be amalgamated and situated in the provinces. The site would need water frontage and would have to be within two hours rail journey of London.

In October 1972, two adjoining sites had been found in Poole and, in 1973, the gradual transfer of staff to temporary accommodation began. The transfer was effectively completed by February 1974 and on 30 October 1974 the then Chairman of the Institution, Commander Swann, laid the foundation stone of a new Head Office building. A stainless steel capsule containing historic documents, photographs and examples of the Institution's colours were placed under the stone. The formal opening of the new headquarters was undertaken by HRH The Duke of Kent on 6 May 1976. 🏴



1851 was a year of much reorganisation for the RNLI, which had been without a president since 1828. The fourth Duke of Northumberland took on this office in 1851 and launched his famous competition for an efficient lifeboat design. Richard Lewis had recently been elected secretary, and it was shortly afterwards that reliable records began to be kept. Also in 1851, the offices moved from the City to the Charing Cross district, where the Headquarters stayed in different buildings for some 80 years.

Premises were taken at 20 John Street, Adelphi, but after only 3 years, the Committee of Management found 'more commodious premises' at 14 John Street, almost opposite, and the move took place in 1855. It was to be the longest occupied Head Office in the RNLI's history and, although it was the expiry of the lease which caused the next change of premises, the building which was considered roomy in 1854, was hardly adequate 50 years later.

The work of the Institution had more than

Main photograph:
RNLI Head Office in
Poole, Dorset.

Above: Between 1904
and 1931 Headquarters
were situated in Charing
Cross Road, London.

Left: Gatehouse
entrance to Poole Depot.
Below: Head Office in
Grosvenor Gardens. The
picture was taken in 1953
during the Queen's
Coronation celebrations.





*The RNLI's
Shoreworks Manager,
Howard Richings, looks
at the way that lifeboat houses have changed to reflect the
changing demands made upon them*

In the early years RNLI boathouses were very basic. Resources were scarce and the emphasis was placed on the boats themselves, with existing stores, warehouses and simple sheds being pressed into use to house them. However as the Institution became established and the Victorian era began the appearance of its boathouses underwent something of a revolution.

The Victorian attitude to institutions, and to the importance of high quality public buildings, led to considerable investment in solid, appropriately designed boathouses. The appointment of an Honorary Architect, Charles Cooke, in 1858 was a milestone in the development of lifeboat house design.

Cooke took up the appointment at 28 and worked for the Institution until his death in 1888. More than 200 boathouses are attributed either directly to him, or to the continued influence of his designs during the remaining years of the 19th century. In addition to his RNLI work Charles Cooke also undertook ecclesiastical commissions – and a number of the solidly-built masonry boathouses with their distinctly chapel-like appearances are still to be seen today. A few are still in use as RNLI boathouses, while a number have been converted for private use.

Cooke's first commission was a design for a boathouse in Colombo, in what was then Ceylon. This building had broad overhanging eaves, possibly to provide protection from the tropical sun, and some of his subsequent designs, like the boathouse at Walmer in Kent, have similar details.

Following Cooke's death in 1888 W. T. Douglass was appointed as Engineer and Architect to the Institution – the

title recognising the need for engineering design to complement architectural aesthetics.

Douglass continued the use of traditional stone and slate, and the survival of many buildings bears witness to the durability of the materials and the prudence of investing in relatively expensive buildings. Clovelly and Ilfracombe boathouses, both built in 1893, are still sound buildings and although Ilfracombe was recently taken out of use Clovelly is being given a new lease of life and should be back in use in time for the anniversary celebrations.

The Middle Years

From about 1910 onwards increasing use was made of reinforced concrete and steel, and over the next 20 years a number of major slipway stations were built, forming another distinctive group of immediately identifiable lifeboat houses. Their construction in some of the most exposed locations around our coast was a considerable engineering achievement, and many became well-known landmarks: Cromer and Mumbles at the end of their piers; Tenby, Barrow and Bembridge with their own access bridges and the similar, but later buildings at The Lizard and Padstow.

The coming of motorised lifeboats from the 1930s onwards saw a reduction in the number of lifeboat stations, as the powered boats were able to go against tide and wind reducing the number of places at which lifeboats were needed. With the exception of new stations at The Lizard and Padstow the middle years of the current century saw little new building. The financial resources of the Institution were limited and what was available was directed into repair and maintenance. Durable though steel and concrete were the slipway structures of the 1920s required major repair works after 30 years exposure to seawater and storms. Many stations were extensively repaired in the 1950s and this extended their lives into the 1990s.

(Main Picture) Cromer was one of the pier-end slipway lifeboat stations built in the middle years, making use of reinforced concrete and steel. The structure was renewed in 1998 in a matching style. (inset)



Walmer's boathouse was designed by the RNLI's first Honorary Architect, Charles Cooke. Appointed in 1858 Cooke was influenced by a building he had designed for Colombo (then Ceylon) with overhanging eaves to give protection from the tropical sun.



Hastings was one station which needed a new boathouse (left) with the advent of the Mersey class - as a temporary measure the floor of the old building had been lowered (below) so that the lifeboat would fit inside!



Modern Times

The last decade has seen a major building programme to meet the demands of an expanding and more sophisticated fleet, and also the need to provide modern facilities for crews. The seeds of this programme were sown in the mid-1960s with the introduction of the first inshore lifeboats. This new breed reversed the decline in the number of stations and saw the reopening of stations closed in the 1920s and '30s.

At first they were housed in simple prefabricated buildings, and in many ways the first 25 years of inshore lifeboats was a reflection of the first 25 years of the RNLI itself. The limited funds were spent on the lifeboats, and the shore facilities were very basic.

An improved financial position in the 1980s and a major modernisation programme for the all-weather fleet, led to a building programme so that the new lifeboats could be housed properly and their volunteer crews provided with modern facilities.

In 1989 the first of the new class of fast carriage-launched lifeboats went to Hastings, and although this boat was squeezed into the existing boathouse this was not possible for most of the remaining 31 Mersey stations. Not only was there a need for new, larger boathouses but the planning environment had changed radically since the originals were built.



In sensitive areas like Lyme Regis in Dorset (above) new boathouses have to reflect the character of the area. In others a simpler, yet practical building such as that at Clogher Head (right) is perfectly acceptable.

Designs not only had to be durable and functional but also had to satisfy the aspirations of communities. A century-and-a-half after Cooke took up his honorary appointment the emphasis swung back again to architecturally designed boathouses, but still with a need for strong civil engineering support.

The Mersey boathouses saw a wide range of styles with a common theme of high quality. The tried and tested stone and slate were employed at St Ives while a modern contemporary design using stainless steel houses Aldeburgh's lifeboat.

Where planning policies allowed more utilitarian designs were employed, but still with the emphasis on good facilities, long life and low maintenance.

The real revolution, however, has been in the housing of inshore lifeboats.

The early utilitarian

buildings had a limited life, and the rapid expansion of the Atlantic class produced a demand for many new boathouses, often in sensitive areas.

Examples can be seen all around the coast, with traditional materials like granite and slate widely used in Cornwall and Wales, shiplap timber in East Anglia and local stone claddings in Scotland and Ireland.

Several new boathouses which had to comply with stringent design criteria were built last year. In Cromer the new slipway station at the end of the listed Victorian pier had to face a 700-mile fetch to the Arctic, and also suit the prominent historic location. On the other side of the country a new boathouse and visitor centre in the shadow of Blackpool's famous tower had to match the Victorian theme set for that part of the promenade while still projecting the modern image of the lifeboat service.



Any one who visits one of the many recently modernised stations will certainly appreciate the efforts made by the RNLI to invest in high quality buildings that will serve the lifeboats and their crews into the next millennium.

175 years
of saving lives at sea
Special Feature

Drawing from Experience

Keith Thatcher, the RNLI's Senior Naval Architect, looks at lifeboat development over the past 175 years

Modern lifeboats are highly sophisticated craft with unique features which enable them to survive when lesser craft would be in great difficulty.

Yet despite the huge differences between today's high-tech lifeboats and those in use when the RNLI was founded 175 years ago many of the basic principles had been established even before Sir William Hillary made his historic Appeal.

Indeed many of the basic ideas can be traced back to man's earliest attempts to build lifesaving craft, today's success resulting from the advances in technology of the late 20th century.

Lionel Lukin's 'Unimergible Boat' of 1785 introduced the concept of sealed buoyancy chambers, cork fendering and an iron ballast keel and predated the RNLI by 40 years. Other principles which stood the test of time were the reduction of the internal volume able to hold water (by having large internal air tanks) and returning the water to the sea through large drains. Ironically when patented the design was intended to make a safer boat for taking ladies for trips on the Thames!

Shortly afterwards, in 1789, William Wouldhave pioneered the self-righting

principle which was essentially the same as that used today – ensuring that the centre of gravity is kept low in the boat while providing buoyancy high up to make the boat unstable when inverted.

Elements from these two designers provided the basis for Henry Greathead's *Original*, usually considered to be the first true lifeboat, which entered service on the Tyne in 1790. Various types of lifeboat were in use around the country before

1824, some making use of Lukin's ideas and other simple rowing boats used by local associations.

The founding of the RNLI in 1824 saw some standardisation, but lifeboats in the main continued to be small self-righting rowing boats.

Unfortunately the self-righters had to be narrow to make them work and were consequently rather 'tippy', earning them the name 'self capsizers'.

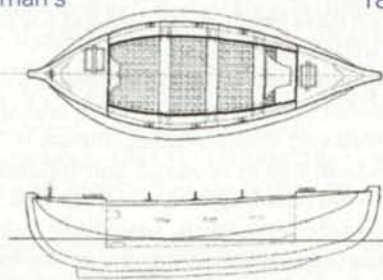
In East Anglia in particular the self-righters were unpopular and the 'Norfolk and Suffolk' type evolved to suit the local conditions. These large non-self-righters were heavy and stable, similar to the local working boats, and needed a large crew. To row one for any distance required a great deal of

effort, so sailing performance was significantly better than for other types. They used Lukin's principles of large internal buoyancy tanks and were self draining. They were however very wet in a seaway and few were built.

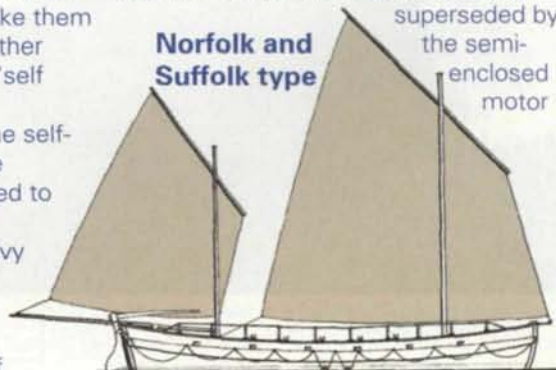
In 1887 G. L. Watson was appointed as the RNLI's consulting naval architect and the RNLI entered a new era. Watson held strong beliefs that lifeboats should be as stable as possible, and that stability should not be sacrificed to provide self-righting ability. Although his influence was to be felt for the next 60 years self-righting boats continued to be built, and in 1899 237 of the Institutions lifeboats were still self-righters.

Mechanical propulsion and screw propellers arrived early in the new century and by 1910 G. L. Watson and Co had designed the first of many motorised lifeboats with their propellers recessed in protective tunnels.

By now lifeboats were becoming larger, with open rowing boats being superseded by the semi-enclosed motor



**Lionel Lukin's
'Unimergible Boat'**



**Norfolk and
Suffolk type**

boat and self-righting ability was no longer thought necessary.

A reversal of policy followed when R. A. Oakley became the RNLI's naval architect in 1947. Prompted by disasters in the late 1940s and early 1950s Oakley set about designing a lifeboat with maximum stability, but with self-righting ability – the first self-righter to be designed for almost 100 years. His 37ft and 48ft classes, first introduced in 1958, led the way to seaworthy, self-righting lifeboats. To do this the inherently self-righting form developed by Wouldhave had to be abandoned. Oakley avoided the narrow beam and consequent lack of initial stability by devising a righting system that made use of the transfer of water ballast.

Although Oakley's water transfer system was effective and automatic it was somewhat complex and allowed some water to remain inside the vessel - which could be detrimental to the structure of a wooden boat.

Now that it was no longer necessary to have a narrow boat in order to self-right Oakley's designs held sway until the advent of the new generation of 'fast' lifeboats in the 1960s.

A demonstration of an American 44ft lifeboat in 1963 resulted in its introduction, with a few modifications, as the RNLI's Waveney class. This was the Institution's first 'fast' lifeboat, and marked a return to the inherently self-righting principles of Wouldhave almost 200 years before.

By now technology and materials had advanced sufficiently to allow the superstructure to be made watertight enough to constitute the high-up buoyancy required to self-right, although the Waveney was still relatively narrow.

The Waveney was followed by the Arun (1971), Thames (1973) and Tyne (1982). Each boat brought its own 'first': steel hulls for the Waveney and Thames, a glass reinforced plastic (GRP) hull for the Arun and a fast tunnel hull shape for the Tyne.

All these new designs were



To make a boat self-righting keep the centre of gravity low and centre of buoyancy high, so that she is unstable when upside down – a principle which was established by William Wouldhave in 1789 and still holds true on today's Trents.

inherently self-righting as a result of their watertight, buoyant superstructures, a feature of all recent RNLI all-weather lifeboats

The Mersey class, a fast carriage-launched lifeboat, arrived in 1988. She also had a tunnel hull,

but the real innovation lay in her construction. Following the first few aluminium boats a modern material

called fibre reinforced composite (FRC) was adopted and each of the FRC internal sections was fitted out before being bonded into the hull. The Mersey was the first class of modular construction lifeboats.

The RNLI's latest designs, the Trent and the Severn classes also adopted the same method of construction. Both can achieve 25 knots and have advanced FRC hulls. The shape too is new, being a 'soft' chine form to promote planing while retaining the traditional RNLI propeller tunnel.

(Right) R. A. Oakley's system of automatically transferring water ballast meant that self-righting lifeboats could be made wider and more stable.

(Below left) The bulk of the Norfolk and Suffolk type and the small internal volume are illustrated by the 1910-built James Leath at the lifeboat collection in Chatham Dockyard.

(Below right) Grace Darling, the last Liverpool class to be built (in 1954), and also on display at Chatham, shows the typical shape of a non self-righting lifeboat of the era.



Zetland, the oldest surviving lifeboat, is of the Greathead type and was built in 1800

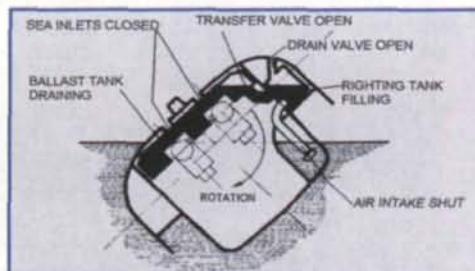
A similar concept is now being developed into the next generation of fast slipway boat, eventually to replace the Tyne.

The new Fast Slipway Boat (FSB2) forms part of the lifeboat service's plans for the next millennium, plans which were largely the result of an overall review under the heading of 'Lifeboats 2000'.

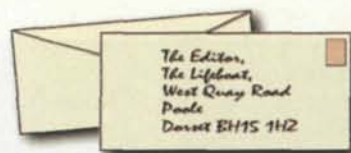
This programme took a long hard look at what kinds of lifeboat and equipment would be needed in the foreseeable future, and is likely to lead to some new types of lifeboat.

So, although today's Severns and Trents would be unrecognisable to the pioneers of lifeboat design the early innovators at least have the satisfaction of knowing that the principles they established still hold good.

If Henry Greathead had access to turbocharged diesels, FRC hulls and polycarbonate windows the *Original* might have looked a little different...



Your Letters



email: thelifeboat@mli.org.uk

Lanzarote lifesavers

I shot these photographs in Playa Blanca, Lanzarote recently – the only lifeboats I saw in the Canary Islands! You are welcome to use them to illustrate foreign lifeboats.



Michael Osbaldston
South Woodford
London

Launch congratulations

May we, through **The Lifeboat** magazine, express our appreciation for a job well done with regard to the Overland launch at Lynmouth, North Devon on 12 January.

Our congratulations and thanks go to all the organisers and participants in this marvellous event – we had a wonderful day. The weather played its part too in making the occasion so authentic – pouring rain and near gale force winds!

What a monumental task it must have been in 1899, and what an interesting article it would make in **The Lifeboat** in your 175th year.

Our best wishes and thanks for an interesting magazine.

Mr and Mrs C R Acland
Rugby

Ed replies: No sooner said than done! See the News pages in this issue for the full story.

The great barometer hunt

I read with interest details of the publication 'Rain Later, Good' by Peter Collyer (**The Lifeboat**, Autumn 1998).

It was in 1860 that RNLI committee member Admiral Robert Fitzroy, formerly captain of HMS Beagle (Darwin Expedition), persuaded his colleagues that 'The use of a barometer for indicating a coming storm two or three days before it actually takes place would considerably reduce the calamities now endured by our fishermen' (**The Lifeboat**, 1 October 1860).

The Committee resolved to '...fix such instruments wherever found useful and practicable in suitable positions at the Society's lifeboat houses'. About 200 were placed at different locations between 1860 and 1900. Each instrument manufactured by Negretti and Zambra was enclosed in a teak case and labelled with the name of the RNLI and individually numbered. There is in the library at Poole a hand written ledger drawn up in 1909 showing the numbers and station allocations.

I have recently embarked on a research project to locate as many as possible of these instruments still in existence. Early results have been encouraging. To date 35 have been positively identified and confirmed to exist.

May I ask for the help of readers who have any information on the subject of RNLI barometers to contact me. We hope in due course to make this information available to the RNLI for its records.

Colin Dingle, Lifeboat Enthusiasts Society

42 Chestnut Avenue

Esher

Surrey

KT10 8JF

Tel (0181) 3983943

Cuttings from the past

On sorting through my late father's papers, I came across these pictures which I thought may be of interest to readers.



Above – Lifeboat Saturday in Glasgow: launching the lifeboat on the Clyde.

Right – The great gale: the rescue of the crew of the Venscapen off Aldeburgh.



Jean Hughes
Falmouth

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@mli.org.uk

All submissions should be marked 'for publication'.

RNLI period costume – any givers?



I would like to find out whether anyone has old crew's clothing that they would like to contribute to me – for display purposes in museums and at related events.

These could include: black oilskins and Sou'esters, old-style woollen RNLI jumpers, late 1800's knitted headwear, footwear, Kapok lifejackets, orange crew's clothing, etc.

Many thanks.

Maureen la Frenais,
RNLI Display and Visits Co-ordinator
Tel (01202) 663369

Journals – any takers?

I tend to hoard things but sometimes the sheer volume of the collection means that I have to dispose of a part of what I have amassed.

This year I feel that it is time for me to shed a run of **The Lifeboat** – perhaps raising some cash for the RNLI in the process. My set runs from 1976, issue number 457, to date and is complete. If anyone is interested, I would suggest they make arrangements to collect them from this address and hopefully make a donation to the lifeboats.

Mr A G Newman,
30 Old Eaton Road,
Rugeley,
Staffordshire,
WS15 2EZ



Back in 1976 –
issue number 457
of **The Lifeboat**

Mainland Hayling

I was born 72 years ago between the two old disused lifeboat stations on Hayling Island and, like Howard Richings (**The Lifeboat** Winter 1998/99 pp 18 and 19), regard Hayling as 'The Mainland'.

I suspect however that a few residents of North Island, also known by some as Great Britain, might not agree.

S J Pook,
East Sussex



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For more information please telephone (01202) 663174 or email seasafety@rnli.org.uk



◀ 'The Volunteer Spirit' £49.99
It's an RNLI Flag Day and all hands on deck!

This superb quality print has been reproduced from a specially commissioned original painting to celebrate the dedication of our volunteers. Internationally acclaimed marine artist, Christopher Southcombe, drawing on his wide knowledge of the RNLI, has managed to capture the spirit and selfless enthusiasm of the lifeboat crew, their families and friends, as they rattle their collecting boxes on a busy Cornish quayside raising funds for the RNLI.

To help you to get to know the individual, imaginary people depicted in this lively scene, each print is accompanied by a leaflet which identifies the position of each character, shows how they relate to each other, and gives you a brief insight into their everyday lives. We hope that this extra dimension, combined with the meticulous detail contained within the painting, will add to your overall enjoyment of this fascinating print. Print size 230 x 300mm (9" x 12"). Mahogany-effect frame size 410 x 460mm (16 1/4" x 18 1/4").

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The RNLI Flag Day £38.00 ▲

Exquisitely hand-painted and hand-cast from Jane Hart's original sculpture. This very detailed model depicts a jolly Cornish village buzzing with excitement and activity, with pleasure craft bobbing in the harbour, brightly-painted windows, slate roofs, and families having fun in the sunshine. Pride of place however is the lifeboat, ready for action as always, at a moments notice. Size 152mm x 102mm (6" x 4").

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We will send you a special anniversary edition model of a 1926 Bull-nose Morris van (worth £4.99) with our compliments when you order both print and sculpture together.



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EVERY PENNY OF PROFIT GOES TOWARDS SAVING LIVES AT SEA





Stormy Stan says...

'I'm Stormy Stan, Lifeboatman Extraordinary from Storm Force, the RNLI's club for the under 16s — Eric the seagull and I are always to be seen in the club's exclusive magazine, Storm Force News.

*As well as bringing exciting competitions, puzzles, salty sea tales, jokes and cartoons, we also lend advice to young people and run a number of interesting and informative articles. Eric and I thought we would let the editor of **The Lifeboat** reproduce one of our recent articles from Storm Force News — just to let the adults see what they are missing!*

Turn the page for The Lifejacket Story...'



STORM FORCE

Storm Force membership costs just £5 a year and helps to save lives at sea. If you know anyone who is under 16 why not sign them up as a gift?

For further information contact:
Storm Force HQ, RNLI, West Quay
Road, Poole, Dorset. BH15 1HZ



Teamwork saves the day

Teamwork, is a new RNLI educational resource pack which follows on from the very successful packs for 5 – 7 (**Lifeboats**) and 7 – 11 year olds (**Launch!**). Last year RNLI statistics showed that more than 1,500 children and teenagers got into difficulties in the water and 350 children's lives were saved by lifeboat crews.

All three resources actively promote sea safety and teamwork and encourage young people to support the lifeboat service. Without them the RNLI would face an uncertain future, as they are the volunteer lifeboat crews and fundraisers of the future.

The new resource is available for £6.00, including p&p, and if you would like this, or details about any other resources available for young people then please contact Anne Millman, Youth Promotion Co-ordinator, at RNLI HQ, West Quay Road, Poole, Dorset, BH15 1HZ Tel: (01202) 663179.

'Cries for help were heard from the bottom of the cliffs. An injured man, a woman and a 14 year old boy were trapped by the incoming tide.'

What would you do?

The family was eventually rescued by a combined operation which involved Lifeboats, an RAF helicopter and a Coastguard cliff rescue team — an excellent example of teamwork.

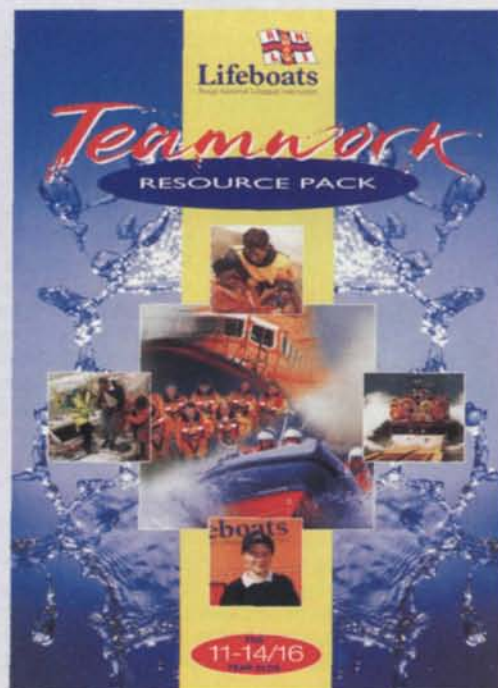
Teamwork is key to the RNLI's success and it is also a new educational resource from the RNLI. The emphasis is on Personal, Social

and Civic Education and **Teamwork** covers a wide spectrum of themes, topics and activities as it introduces the work of the RNLI to 11-14/16 year olds for the first time. By using **Teamwork**, pupils will find out about the RNLI's work and will meet some of the people who support the organisation. The RNLI team extends much further than the lifeboat crews. It includes support services, administrators and the thousands of people who raise money to fund the organisation.

Together they form one of the biggest teams in the country, working together to save lives at sea.

Teamwork

- ♦ Studies the concept of teamwork in the context of both the RNLI and pupils' own experience.
- ♦ Introduces community and voluntary work and increases young people's understanding of the voluntary nature of the RNLI.
- ♦ Considers why crew members volunteer for work that can be dangerous and examines pupils' own motivation for tasks.
- ♦ Discusses how teams are developed and managed and relates them to pupils' own experiences.
- ♦ Investigates the repercussions of people's actions and encourages a sense of responsibility among young people.
- ♦ Reinforces messages about the dangers of the sea.



THE LIFEJACKET

Imagine you're in a lifeboat crew on your way to help a stricken oil tanker. The lifeboat is being thrown about by mountainous seas with waves topping 9m in Force 9/10 winds. Three hours into the rescue, you suddenly see a very large wave (13m) coming towards you. It hits the lifeboat with such force that it capsizes and you are flung into the icy, storm lashed sea...

That's what happened to Robbie Maiden aboard the Hartlepool lifeboat as it went to the aid of the tanker *Freja Svea*, which ran aground off Redcar in March 1993. As he stared death in the face he said "I waved and shouted, but I was only a small dot in the waves. I'd never felt so alone." He thought he was doomed as his colleagues in *The Scout*, which had righted itself for the second time, desperately zig-zagged the area, searching for him.



Lifeboatman Robbie Maiden
© North News Pictures, Newcastle



The stricken oil tanker *Freja Svea* © Hartlepool Mail

He was eventually saved by an RAF helicopter, who missed him the first time but then saw the light on his lifejacket. Recovering from his ordeal, Robbie admitted that his gear had kept him alive during what must have been the longest 35 minutes of his life.

1990s

The RNLI crews wore modern lifejackets.

The RNLI's Operation of a Lifejacket:

- ✓ It must give confidence
- ✓ The crews must be with it
- ✓ It must be comfortable in function of the purpose
- ✓ It must be quick and simple to use
- ✓ It must have minimum weight
- ✓ the lifeboat performance
- ✓ It must be simple to use
- ✓ It must be of strong construction
- ✓ It must adequately suit the type of RNLI protection to save his own life
- ✓ It must enable the wearer to safety and provide any action on their part
- ✓ It must be provided with

The Beginning...

Robbie Maiden, and many more people like him, probably owe their lives to Captain Ross Ward, Inspector of Lifeboats for the RNLI. Over 140 years ago he began the first detailed tests to find out which were the best materials for making lifejackets. Crews had to row their lifeboat out to a rescue and so the lifejackets needed to be light and flexible.

1850s Cork Lifejacket

The results of Ward's tests showed that the most suitable design was of narrow strips of cork, sewn and strung together to a strong linen or canvas belt so that the lifejacket moved with the crew member's body. The cork lifejacket was bulky and hard to store, but provided good buoyancy (able to float), was very hard wearing and, importantly, was popular with the lifeboat crews who used it. In 1856 the belts were on sale for six shillings (30p) each or five shillings (25p) each for quantities of a hundred or more.



The Ramsey lifeboat crew wearing their bulky cork lifejackets

1904 Kapok Lifejacket

In 1904, a new lifejacket appeared consisting of a canvas-covered pouch filled with a material called kapok (now mainly used to stuff cushions and soft toys). Kapok, a vegetable fibre from the silk cotton tree, native to parts of Indonesia, was an ideal material for lifejackets. It's hair-like follicles (tubes) contain a natural oil, so kapok does not absorb water. It is also 3.5 times more buoyant than cork for a given weight, so a kapok-filled lifejacket is much less bulky. Although there were some early design problems, and many lifeboatmen refused to wear them, with some saying they would rather drown!, the brown canvas-covered kapok jacket remained in use until the late 1960s.



Stephen Clayson, coxswain of Margate lifeboat station from 1905-1926, wearing a kapok lifejacket

Beaufort Lifejacket

In the early 1970s the RNLI introduced a lifejacket for all crew members, made by Beaufort. The wearer is supported by a single inflation bag containing buoyant closed cell foam, inside a removable hard-wearing nylon cover. Inflating the bag provides the extra buoyancy needed to support another person. The lifejacket has a light, recovery loop, 'buddy line' and a safety line. Although the Beaufort lifejacket is easier to work in and more supportive than kapok, it suffers one major drawback - it is very bulky. As a result of this, crew members find it difficult to move around the enclosed wheelhouse (unlike the open boats used in the past).

1970s



Newquay lifeboat crew, complete with Beaufort lifejackets, aboard their D class lifeboat



The Crewsaver lifejacket seen on the Blyth lifeboat crew.

inflated from a canister which is opened by a harness, two crutch straps, a SOLAS safety line.

RNLI Crewsaver Lifejacket (see separate page)

Following the success of the ALB, the RNLI have been developing a lifejacket for all crew members. The new lifejackets have a safety harness which adjusts to suit any size of crew member. They are more likely to enter the water, so the lifejackets have a built-in further buoyancy is provided through two crutch straps, a safety line and a whistle, attached to the outer panel. It has taken four years to develop the lifeboat stations in the early part of the 1970s. It will also be introduced for use on shore stations, and to shore helpers to assist, for example.



Michael McClelland, Talus tractor driver at Newcastle, Co. Down lifeboat station, wearing a Crewsaver lifejacket.

In a two year period from 1970-1971, there have been 712 incidents of crew members in lifeboats.

KEY STORY

ive: to provide a lifejacket which
en within the small area of a



stricted when moving about

water, when wearing any
g their movements either

thought for their own
t him adequately without
ine'.

ALB Lifejacket

ent team came up with a design
erials themselves, so it is light and
development a new lifejacket was
a five month period from November
(stoles) which inflate, laid on top of
member entering the water, a needle
n automatically inflates the bag
ded the outer bag can also be
res of the lifejacket are a safety
eective tape, a 'buddy line' and a

Purpose



Crew members taking part in the new
ILB lifejacket trials at Cowes, Isle of
Wight.

beboat
beboat,

Tractor Drivers

their own lifejacket at
the fitting lifejacket is needed
and the driver may need to
The lifejacket is a simple
inflated by manual operation
adding a light.

and shore user have been
their use with the RNLI's
ective head gear.

of 1996, there have
water during a rescue.



Two children wearing survivors'
lifejackets after being rescued

Lifeguard 'Compact' Survivors Lifejacket

The 'Compact' lifejacket is kept aboard lifeboats for survivors to wear. It has a single compartment which is inflated by the mouth through the oral inflation valve, and is made from a bright red, hard wearing, nylon fabric, coated on the inside with synthetic rubber.

The lifejacket is fitted with a whistle, recovery loop and reflective tape.

The lifejacket is an important part of a crew member's equipment. The following rescues show just how essential the lifejacket is in saving lives, not only of humans, but animals as well!



Three Newquay crew members, who took part in the rescue, with survivors' lifejackets.

Cut off by the tide - three people and two dogs rescued

On 30 July 1996 Newquay's Atlantic 75 and D class lifeboats were launched to three people and two dogs who were stuck 9m up a cliff in a cove, having climbed up to avoid being cut off by the incoming tide. The crew from the Atlantic 75 could not get close enough because of too many rocks and a Search and Rescue helicopter, also on the scene, didn't have a long enough wire to reach them. The D class lifeboat, however, was able to go into the cove and survivors' lifejackets were taken ashore for the casualties. A total of eight runs in difficult conditions had to be made before everyone was recovered from the cove.

Lifejacket that saved a seadog in distress

A yacht owner, his friend and Billie the mongrel, were forced into the water after a fire engulfed their craft. Both human survivors were found but Billie, who was wearing a canine lifejacket, was feared drowned. Six hours later she was found by a friend, soaked and exhausted on the beach. The friend said "Billie loves it when we put on the lifejacket because she knows it means we are going on the boat. We were so relieved when she was found."



Billie in her lifejacket with
one of the survivors.
© Malcolm Ganderton

A North Devon
lifeboatman, who had
to be rescued from the
sea, may owe his life
to the design of
lifejacket he was wear-
ing. (see back page)



Coxswain
William Carter

CREW SNATCHES LIFEBOAT COX'N FROM 10M WAVES

An hour after being swept overboard in a 65mph gale, Coxswain William Carter was back at the wheel steering his lifeboat through 10 m waves. He was thrown into the sea and swept more than 185 metres away, as the Teesmouth lifeboat raced to the oil rig *Neptune 1* off Ravenscar, Yorkshire. A tiny red light in his lifejacket saved him from drowning in one of the worst gales for ten years. The crew spotted the light - a standard piece of emergency equipment - and turned back to rescue him...

OFTEN COPIED, NEVER EQUALLED

Crewsaver has been established for nearly 40 years and are registered as one of the World's leading designers and manufacturers of personal safety equipment for marine applications. This experience is reflected in their range of lifejackets, buoyancy aids and safety equipment, all of which are manufactured to the highest safety standards and quality.

Crewsaver also produces ranges for other watersports with the Marlin range of wetsuits and the YAK range of clothing, buoyancy aids and safety equipment for canoeists. For further details and free catalogues from Crewsaver, Marlin and YAK please contact:

CREWSAVER
LIFEJACKETS • BUOYANCY AIDS • SAFETY EQUIPMENT • ACCESSORIES

Mumby Road, Gosport,
Hampshire, PO12 1AQ.
Tel: 01705 528621
Fax: 01705 510905

Drown in the swim for cash

A charity race in aid of the lifeboats was won by a lifejacket salesman - called **Will Drown**.

People believed the winner was taking them for a ride, but race co-ordinator Mr David Lynall said "It was no wind-up. I know Will Drown. He works down at Gosport in Portsmouth for Crewsaver, one of the biggest makers of lifejackets."

The event raised £500 for the RNLI.

Research into producing more efficient lifejackets is ongoing. The quest for the ideal lifejacket, begun by Captain Ross Ward over 140 years ago, will continue for as long as we go to sea.

High Seas

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



St Bees – North Division

St Bees lifeboat station is just to the south of St Bees South Head, and faces to the west, towards the Isle of Man.

The shallow shelving foreshore can be rough in on-shore winds – and the station's Atlantic usually has to make a bow-first net recovery. The sandy beach beyond the slipway can shift to expose rocky patches and a regular watch is kept with a board in the boathouse showing the latest situation.

Main photo (left) Ref 651182

Detailed photo (below) Ref 651187



Kilkeel – Ireland Division



Kilkeel's lifeboat is the only davit-launched Atlantic in Northern Ireland, and is housed in a 1986-built boathouse on a site still known to the locals as Annie's Cottage, after a long-gone building which once stood there.

The main photo looks south east along the South Pier towards an entrance which can be shallow at spring low water and tricky when a strong south easterly is blowing.

The small building just behind the new boathouse in the main photo is the old boathouse, used when Kilkeel operated a D class inflatable.

Main photo (left) Ref 671085

Detailed photo (above) Ref 671096



Hoylake's distinctive 1803-built boathouse (the larger, left hand building of the two in the close-up below) faces almost north on the town's Promenade – with water deep enough for the station's Mersey sometimes 1 1/4 miles away across the sandy foreshore!

The smaller of the two buildings is the tractor house, with the crew room above and a recent extension to the rear.

Main photo (left) Ref 645178

Detailed photo (below) Ref 645169



Hoylake – West Division



The boathouse for Aberdovey's Atlantic shares a building with the Dovey Yacht Club, its slip running down towards the jetty once used by commercial vessels in the harbour's heyday.

The River Dovey runs out to the sea to the left in the main photo, and the expanse of sand in the estuary can be glimpsed in this photo taken at about half tide. There is plenty of water for the Atlantic at the bottom of the slip – so much so that at low water the trailer would drop into deep water and the lifeboat is launched from the sand alongside it!

Main photo (left) Ref 653156

Detailed photo (above) Ref 653520

Aberdovey – West Division



Hunting Aerofilms is offering copies of these photographs at well below normal rates – and donating 25% of the print price to the RNLI. **Prices** 8in by 8in – £13.00, 10in by 10in – £18.00, 12in by 12in – £21.00, 20in by 16in – £43.00.

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3. Quote the full **reference number** given underneath the photograph – this is the only identification of the exact negative needed.
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£2,550	62.44	100.90	249.07	14.9%
£1,000	25.76	40.56	98.58	16.9%

Without Repayment Protection. Actual payments may differ by a few pence.

LOAN	84 MONTHS	36 MONTHS	12 MONTHS	FIXED APR
£10,000	177.68	333.18	889.45	12.9%
£7,550	137.78	254.76	674.64	13.9%
£5,050	97.05	174.71	455.41	15.9%
£2,550	50.26	89.31	231.01	16.9%
£1,000	20.70	35.88	91.42	18.9%

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Each centre takes its visitors on a spellbinding journey through the many coastal and deep sea habitats found around the shores of the UK and Republic of Ireland...encountering an astonishing

variety of sea creatures on the way.

Sea Life residents range from humble shrimps and starfish to sharks, stingrays, conger eels and giant skate. All are housed in spacious displays designed to copy their natural habitats as closely as possible, and at the same time to allow visitors crystal clear views from as close as a few millimetres away.

Most of the Centres allow you to literally walk underwater...through spectacular see-through acrylic tunnels with sharks, rays and other creatures swimming inches overhead or alongside.

Each Sea Life Centre has its own theme, and all have been extremely successful with their breeding programmes of native species. Sea Life are especially proud of their seal rescue, with Oban, Scarborough and Hunstanton working very closely with their sister attraction the National Seal Sanctuary in Cornwall.



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Adults

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Children/
O.A.P's

Not to be used with any other offer valid between 1st June & 31st July 1999

SEA-LIFE



LIFEBOAT LEXICON

Continuing our occasional series explaining lifeboat terms and operations

Lifeboat Numbers...

There is a logic to the numbers seen on the side of lifeboats, and once you've cracked the code the combination can tell you quite a lot about the boat.

The numbers are the lifeboat's **Operational Number**, and the characters before the dash give the class and those after it denote both the chronological number within the class and can also provide a clue to the construction material.

Lifeboats up to and including the Arun class were built using imperial measurements, and the first two characters are the length of the boat in feet. Hence **Aruns** begin with either **52-** or **54-**, **Tynes** with **47-**, **Waveneys** with **44-** and **Bredes** with **33-**.

From the Mersey onwards metric units were used, and the length is given in metres. Hence **Mersey** numbers begin with **12-**, **Trents** with **14-** and **Severns** with **17-**.

Following the dash is the individual, two digit number within the class – issued in chronological order of building. Hence 14-01 was the first Trent, 14-02 the second and so on.

But wait, what of those lifeboats with three digits after the dash? Well, here is your clue to the construction material. The extra digit will always be a zero and always follow the dash – hence Tyne 47-001 or 47-012 and Mersey 12-001.

The leading zero indicates either steel or aluminium construction. All

Tynes are steel and have three-digit suffixes but some Merseys are

aluminium (with the zero) and some are fibre reinforced composite (without the zero).

All-weather lifeboats also have another number, called the Official Number, which is simply a number issued in chronological order of building, irrespective of class or material. This number, prefixed by 'ON', is used mainly by the RNLI's operational and technical departments to track boat movements and maintenance.

Inshore lifeboats also carry an Operational Number – a single letter followed by a dash and a three-digit number.

The letter indicates the class and the number is once again a chronological number within the class.

Some early inshore lifeboats were conventional rigid boats and were allocated class A. The A class is now extinct, the last being withdrawn from Poole lifeboat station in 1995.

They were followed by rigid inflatables designated B class - first Atlantic 21s and then Atlantic 75s. There is a way to tell them apart – any B class with a 700-plus number is a 75!

The smaller inflatables were allocated classes C and D, a C having twin engines and the slightly smaller D a single. Both are numbered chronologically and have progressed through various modifications over the years.

• As an aside a lifeboat uses her Operational Number as a radio call sign when on passage (perhaps to another station, on trials or when on her way for maintenance). Hence 'Salcombe Lifeboat', when on station becomes 'Lifeboat Forty-seven-zero-two-two' when on passage.



(Lower left) 14-10 indicates a 14m long lifeboat (and therefore a Trent class), and the tenth of that class to be built.

(Top) 12-009 indicates a 12m long lifeboat (and therefore a Mersey), the leading zero after the dash indicates aluminium or steel (aluminium in the case of Merseys) and the '09' shows that she is the ninth of the class to be built.

(Above middle) D-387 indicates a D class inshore lifeboat (and therefore a 16ft single engined inflatable), the 387th to be built.

(Above bottom) B-733 – a B class (and therefore an Atlantic) with the 700-plus number indicating a '75' rather than a '21'.



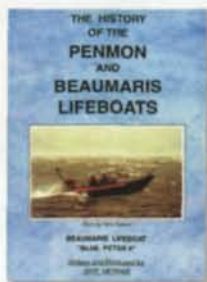
Lifeboat station histories

The History of the Penmon and Beaumaris Lifeboats

by Jeff Morris

published by the author

The northern end of the Menai Straits is one of the areas where changing times and use of the sea has led to considerable changes in both the position and type of lifeboat and lifeboat station.



Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts Society has done his usual excellent job in researching the history of lifeboats in the area, looking at both the early stations and the current Atlantic 21 station now at Beaumaris.

The Penmon station was first established close to the north-east corner of Anglesey in 1830 by an independent organisation called the Anglesey Lifesaving Association which moved its lifeboat from Holyhead to Penmon for trials.

The Association came under the RNLI's wing in 1855 and later, with the advent of motor lifeboats, it was decided to move the station further up the straits towards Beaumaris, taking that name and operating from a new slipway – built in 1914 at the end of a long catwalk out to

deep water.

In 1967 Beaumaris saw one of the early 'Inshore Rescue Boats' stationed in a new building near the promenade and close to the pier – the boat being one of the four funded by the first appeal by the television programme 'Blue Peter'.

In 1976 the small inflatable was replaced by a new Atlantic 21 rigid inflatable (again funded by a 'Blue Peter' appeal) with a new boathouse provided close to Beaumaris pier for the larger boat.

The inshore lifeboats operated in conjunction with a series of all-weather boats until 1991 when, with the arrival of a fast Mersey at Llandudno to the east and a Tyne already serving at Moelfre to the west, it was decided to withdraw the all-weather boat from Beaumaris.

Since then the station's Atlantic has operated alone, its rapid response being ideal for the area and the type of vessel now using the Straits.

As usual Jeff Morris's book is a comprehensive account of the lifeboat going on in the area, illustrated by period photos and describing some of the more interesting services carried out over the years.

The History of The Penmon and Beaumaris Lifeboats is available from the author at 14 Medina Road, Foleshill, Coventry CV6 5JB at £3.50, including postage and packing.

The History of the Point of Air Lifeboats

by Jeff Morris

published by the author

The lifeboats which served the area to the south side of the Dee estuary are another example of the changing needs of the lifeboat service.

From 1826 to 1923 lifeboats operated from various stations around the Point of Air, some under the auspices of the then Liverpool Docks Trustees and later that of the RNLI.

With declining river traffic and difficulties in raising a crew in the isolated spot the station was closed by the RNLI in the early 1920s.

Interestingly very little had been known about the pre-RNLI lifeboats until recently as all of the records had been lost when Liverpool was heavily bombed in the second World War and the Mersey Docks and Harbour Board's premises (successors to the Liverpool Docks Trustees) was destroyed.

However during 1996 an American couple who were the descendants of Benjamin Evans, the coxswain in the late 1800s, presented the RNLI with a handwritten log which recorded every event at the stations from 1852 to 1894!

Today the area still has lifeboat cover – but in the form of an itinerant D class which although based at Flint makes use of a Land Rover and trailer to use a variety of launching sites in the area.

The History of the Point of Air Lifeboats can be obtained from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB at £2.50 including postage and packing.

'For Those in Peril...'

The Story of Ilfracombe's Lifeboats

by Bob Thompson

published by the author

Bob Thompson, the RNLI Assistant Mechanic at Ilfracombe, has made a fine job of this concise 48-page history of the lifeboats and their work around this North Devon harbour.

Ilfracombe's lifeboat history runs from the first boat in 1828, through absorption by the RNLI in 1866 to today's Mersey class and D class inshore lifeboat, and Bob's book covers all of these aspects.

Thanks to local sponsorship all of the proceeds from the sale of the book go to Ilfracombe Lifeboat Guild. Copies can be obtained from The Lifeboat House, Broad Street, Ilfracombe, Devon for £2.50 plus 50p postage and packing.

'For Those in Peril...'
The Story of Ilfracombe's Lifeboats



The books reviewed here are NOT available from the RNLI. Please see either the address given in the text or contact a good bookseller quoting the author, full title and ISBN

For the yachtsman

The RYA Book of Diesel Engines

by Tim Bartlett

published by Adlard Coles Nautical
at £10.99


ISBN 0-7136-4847-3

'Mechanical Failure' is one of the biggest single causes of lifeboat call-out (even to sailing vessels!) so a healthy knowledge of the care and feeding of your diesel engine can only be a good thing.

This excellent volume is aimed at the boat owner – not the trained mechanic – and strikes just the right note in its simple explanations of the more complex parts of this potentially reliable source of power. Any one who reads and understands this book – and of course puts that knowledge to practical use – should feel much more confident about his or her engines and hopefully less reliant on lifeboats!



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GOLDEN CHARTER

People and Places

Awards to coxswains, crew members and shore helpers

The following coxswains, crew members and shore helpers were awarded certificates of service on their retirement in 1998. Those entitled to them under the Institution's regulations were also awarded an annuity, gratuity or pension. '(C)' denotes coxswain.

Abersoch: E D Owen 12.5 Years; E D Kennedy 25 Years (Formerly Lytham St Annes)
Aberystwyth: E D Harris 20 Years; E D James 15.5 Years
Aldeburgh: E D Cook 17.5 Years
Angle: E D Ward 23 Years
Anstruther: E D Small 45 Years; E D Stewart 14 Years
Aran Islands: E D Kelly 12 Years
Arbroath: E D Cargill 14.5 Years
Arklow: E D English 26.5 Years; E D McKay 19.5 Years
Bangor: E D Flood 19.5 Years
Barmouth: E D Probert 17 Years; E D Rushton 13 Years
Barra Island: E D Macneil 11 Years; E D Jackson 12.5 Years
Barrow: F Keenan 24.5 Years
Barry Dock: P N Freeman 13 Years
Beaumaris: B J Roberts 20 Years
Blyth: D T Coussons 21.5 Years; I Woodhouse 17 Years
Broughty Ferry: W A Pyke 31 Years
Burry Port: H Owen 24.5 Years
Cardigan: M G Faulkner 10 Years
Clogher Head: P F Sharkey 32.5 Years (C)
Cromer: R E Brownsell 12.5 Years
Donagadee: W J M Bennett 30.5 Years
Dun Laoghaire: F Kennedy 12 Years
Dunmore East: S Kearns 34 Years
Eastbourne: B A Chessell 13 Years; A M Huggett 12.5 Years

Exmouth: K R Graham 18.5 Years (C); G C Ingram 18.5 Years; D J Richards 12.5 Years; D J Stuart 11 Years
Filey: C Haddington 21 Years
Filey G V Taylor 35 Years (C)
Fishguard: K Bean 33 Years
Fleetwood W I Fairclough 20 Years (C)
Flint: T H Jacklin 19.5 Years; D G Moore 24 Years
Hartlepool: E Reeve 19.5 Years
Hastings: S J Barrow 24 Years; M J R Barrow 31.5 Years
Helensburgh: G M D Newlands 17 Years
Hoylake: C J Norman 11 Years; R A Whiteley 48 Years (Formerly West Kirby)
Hunstanton: M Wallace 17 Years
Kippford: J J Johnstone 30 Years
Kirkcudbright: D J Henry 20.5 Years
Largs: J W Strachan 23 Years
Lerwick: I H Campbell 12 Years
Little & Broad Haven: B R Dilly 13.5 Years
Littlehampton: T T Edwards 20.5 Years; C Shanks 12.5 Years
Lowestoft: T J Arlow 13 Years; D J Barnard 12 Years
Lyme Regis: B R Miller 31 Years; J C Ennals 18.5 Years (Formerly St Marys's)
Lytham St Annes: W H Hamblen 10 Years; R A Wignall 17 Years
Margate: P J Manning 22 Years
Moelfre: A Dennis 22 Years (C);

F G Hughes 12 Years
Montrose: J J Cowley 16 Years; A R A Jack 10.5 Years
Mudford: M M Minns 10 Years
New Brighton: B M Aves 20.5 Years; R N Barrass 23 Years; B W Downing 13 Years; J A Jackson 15 Years
Newcastle: F L Mooney 18 Years
North Berwick: I F McMinn 22.5 Years
Oban: J P Maclean 25.5 Years
Padstow: S T Hughes 10.5 Years
Poole: J R Buckby 36.5 Years
Port Isaac: A D Walton 21 Years
Portaferry: J J Devlin 15 Years
Porthcawl: M H Evans 15 Years; P L Missen 24 Years
Porthdinllaen: K B Jones 13 Years
Portpatrick: C Atkinson 20.5 Years
Portrush: D K Chambers 20 Years (C)
Red Bay: J Farrell 12.5 Years
Redcar: D A Cammish 15 Years
Rhyl: T Dunn 12.5 Years; G Hughes 48.5 Years
Rosslare: Harbour J E F Wickham 33.5 Years
Rye Harbour: M S Haffenden 12 Years; J E Robus 17.5 Years
Selsey: M J Grant 38 Years (C); D E Lawrence 34 Years
Sennen Cove: F Tregear 40 Years
Sheerness: R T J Rogers 15 Years; C J Washford 25.5 Years
Shoreham Harbour: R K Grant 33 Years; D Wainwright 30

Years
Silloth: J M Graham 19 Years
Skegness: M Clark 22.5 Years
Skerries: M O'toole 16.5 Years
Southend On Sea: P D Gilson 27 Years
St Abbs: J Crowe 11.5 Years; L Gibbons 10 Years (Formerly Dungeness)
St Catherine: N S Sweeny 21.5 Years
St Davids: D J Bateman 35 Years
St Helier: J C Gray 20.5 Years (Formerly St Catherine)
St Peter Port: J Webster 22 Years
Stromness: J M Flett 39 Years (C)
The Lizard: I A Hill 47 Years
The Mumbles: R Griffiths 9 Years
Thurso: D C Mackenzie 10 Years
Tighnabruaich: G I Christie 13.5 Years
Torbay: R N Foster 16 Years; R Morphett 10 Years
Tynemouth: L P Abernethy 11 Years
Walton & Frinton: J G Berry 39 Years
West Kirby: A S Dransfield 12.5 Years; M R Jones 21 Years
Weston-Super-Mare: C F Nurse 14 Years
Whitstable: M A Judge 34.5 Years
Wicklow: T Jacob 15 Years
Youghal: R Hickey 35 Years



No, this isn't an overland launch re-enactment, this is Wells' Mersey class lifeboat, *Doris M Mann of Ampthill*, being taken overland for refit last July.

Malcolm Elvy's rig is often loaded with lifeboats and he always seem to find a way through the trickiest of spots. The picture was taken in Lymington and as usual parked cars made manoeuvring difficult. A Police escort spent some time trying to get some vehicles shifted but Malcom wriggled through with just inches to spare!

Photo: Roger Bayland

People and Places

On Station

The following lifeboats have taken up duty:

All-weather

Larne – Arun 52-15 (ON1067) *Hyman Winstone* on 11 November 1998
Sennen Cove – Tyne 47-016 (ON1121) *Norman Salveson* on 5 December 1998

Broughty Ferry – Arun 52-29 (ON1099) *The Joseph Rothwell Sykes and Hilda M* on 20 January 1999
Inshore

St Davids – D543 *Saint David-Deni Sant* on 9 December 1998

Withernsea – D541 (*no name at time of going to press*) on 5 January 1999
Clifden – B751 *Benjamin Dowing Fairbridge* on 12 January 1999

Obituaries

With regret we report the following deaths:

August 1998

Mr John Malcolm Freswick (Jackie) Groat MBE JP DL, Longhope president and ex-honorary secretary. Jackie was appointed secretary in 1962 a position he was to hold for 33 years. He was awarded the the MBE in 1985, the Gold badge in 1986 and bar to Gold badge in 1993.

Mr John Robert (Jack) Leslie, ex-Longhope coxswain. Jack was a crew member for many years and was later appointed second coxswain. He was made coxswain in 1970 a position he held until his retirement in 1988. Jack was awarded the bronze medal in 1973.

November 1998

David (Dave) Cargill MBE, Arbroath ex-mechanic. Dave joined the RNLI as as mechanic in 1973 a position he held for 22 years. He was awarded the MBE in 1995.

Mrs Margaret Joice, president of Dereham and district branch from 1981, previously honorary secretary of Fakeham brnhae from 1955 to 1979. She was awarded the bar to Gold badge in 1998.

Mrs Elisabeth Hillmann, Lake District branch chairman. Elisabeth joined the branch as secretary in 1978 and was chairman from 1983 until her retirement in 1994. She was awarded the Silver badge in 1989.

Mr J Norman Wilkinson DSC, chairman of the Howth station

branch. Mr Wilkinson was elected to the committee in 1950, honorary secretary from 1958 to 1987 and chairman in 1988. He was made an honoray life governor in 1987 and was awarded the Binoculars in 1969 and the Gold badge in 1983.

December 1998

Reginald Frederick Bailey, former Walmer second coxswain. Reginald was a crew member for over 13 years, bowman for over 4 years and second coxswain for 3 years. He was awarded a certificate of thanks in 1972.

Mrs P Whateley, Bude chairman. Mrs Whateley served the guild for over 40 years, becoming secretary in 1971 and treasurer in 1976. She was president of the station branch from 1982 until her death. She was awarded the Silver badge in 1971, the Gold badge in 1986 and bar to the Gold badge in 1997.

Arnold Storm, treasurer of Staithes and Runswick branch until 1998. Mr Storm served the committee for many years prior to becoming treasurer in 1979.

Mr Phil Parish, secretary of Hitchin and district brnhae since 1988 and committee member since 1985. He was awarded the Silver badge in 1998.

January 1999

Mr James Daniel, St Ives chairman. Mr Daniel joined the station committee in 1953 and was chairman from 1956 until 1988. He was awarded the Silver badge in 1980 and the Gold badge in 1984.

Mrs Rita Rennie, member of the Usk committee from 1977 to 1997. In 1995 she was awarded the Statuette.

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*Subscriptions do increase to reflect the rising incidence and costs of treatment together with developments in medical technology.

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People and Places

Frank picks the winners



On 29 January Frank Bruno and Sooty drew the winning tickets for the RNLI's 84th lottery. The two celebrities were starring in Goldilocks and the Three Bears at the Mayflower Theatre, Southampton – Frank as the Grand Ringmaster and Sooty as himself!

The lottery raised over £224,000 and first prize – a two-week Caribbean cruise – went to Mr M Withall of Argyll.

The cash prize winners were:

£1,000 Mr D Jones, Poole

£500 Mrs S Willday, Burton-on-Trent

£250 Mrs J Bell, Torquay

£100 Mrs Haslam, Alwoodley; Mr Crossland, Lowdham; Mr Nethercliffe, Newquay; Mrs N Wilson, Winchester

My diagnosis is...



Mudeford lifeboat station sent this amusing photograph in to the offices of **The Lifeboat**. The vehicle is the personal transport of Dr. Gerald Rhodes, the station's honorary medical advisor – and as can be seen from the picture he has a number plate that truly suits!

However, we are sure that his opinions are less generalised and a bit more sympathetic than the plate...

That's my girl...



Pictured above is Coxswain Malcolm Gray of St Davids lifeboat with his youngest crew member/daughter, Gillian, following the rescue of a fishing vessel last May.

There are a number of crews who consist of more than one member of the same family (and even the odd husband and wife duo) but this is perhaps a first for a dad and daughter.

Prince pops in



During his tour of Wales last July, Prince Charles spent the day in Holyhead and at RAF Valley near Trearddur Bay. Following official duties and lunch the Prince made an informal walkabout amongst the public who were enjoying a 'Families day' on the RAF sports field.

Charles spent some considerable time talking to local lifeboat guild members and made a donation in their collection box. He then spent some time chatting to Trearddur Bay lifeboat crew about their work before he was whisked away by helicopter to his next engagement.

The Fundraisers

175 years of filling the coffers...



Rolling in money

Fiona Kennedy, Eastleigh & District branch chairman, raised £1,200 from a sponsored 10 mile roller blade marathon in August.

This was no mean feat for someone who described herself on her sponsor form as a 'grossly unfit 53 year old widow who last took regular exercise more than 30 years ago' and who had her first experience of roller blading just last April.

So far her fellow committee members have resisted her pleas to join her in continued roller blading as a means to get fit!



Titanic team up

Gravesend branch teamed up with a local supermarket during the end of its fundraising week – raising £595 for lifeboat coffers.

Branch chairman, Nicolette Jones, together with members of staff from Asda, who were promoting the launch of the Titanic video, dressed up as passengers and crew from the ill fated ship.



Hover staff cash

Staff at Dover-based Hoverspeed raised £2,742 for lifeboats during a prize raffle at the company's New Year's party.

Hoverspeed's Captain Andre Le Goubin and cabin crew member, Claire Oliver, recently presented a cheque for the amount raised to Dover lifeboat coxswain Tony Hawkins and crew.

Cruise with Santa

During the four weekends before Christmas Captain Gordon Wilson, owner of the 60 seat cruiser *Fantasia*, ran 'Cruise with Santa' trips through Liverpool docks in aid of the RNLI.

Fifty pence was donated from every fare raising £221 and the bucket collection on the gate raised £457.

The photograph shows Santa (aka Southport branch souvenir secretary!) with Storm Force member Victoria Whitehill and Captain Wilson.





The Fundraisers

175 years of filling the coffers...

Kelly's Heroes

Pupils from Kelly College Junior School, Tavistock, visited Plymouth lifeboat as part of their general studies course at school following a RNLI presentation at their school about lifeboats.

In recognition of the Institution's 175th anniversary pupils embarked on a series of fund raising activities which raised £175! The cash raised was handed over to Plymouth lifeboat mechanic Derek Studden by head girl Katie Hatcher.



Leo's lifeboat lyrics

Newbiggin fundraisers had a busy time last summer – just days after moving back into their refurbished boathouse the Annual Harbour Day was held and, together with proceeds from lifeboat week, over £3,000 was raised.

A week later the guild and branch members provided refreshments to crowds gathered at the town fair – raising £1,400. Entertainment on the day included a set from pop legend Leo Sayer who even included some improvised lifeboat lyrics in one of his songs!

Pinafore profit

The Aireborough Gilbert and Sullivan Society gave a highly acclaimed performance of HMS Pinafore last September and again made a profit on the production.

Each year members of Yeadon branch serve refreshments at the shows and the society generally make a donation of £100. This time however, due to the seafaring nature of the show, the branch received a cheque for £400.



Net profit

Hilti Industries of West Bromwich supported two of their managers, Martin Parker and Jim Coombes (who is also a member of the Stourbridge branch) by sponsoring them in a 24-hour deep sea fish to raise funds for Aberdovey lifeboat.

Hilti agreed to meet Martin and Jim's efforts pound for pound up to £500 and also sought support from suppliers, local businesses and other colleagues. Paul Brown of Hereford and Phil Taroni of Sutton Coldfield also took part in the event and in all, £2,400 was raised for lifeboat funds.

The Fundraisers

175 years of filling the coffers...

Interested in good investments? Help raise £50,000 for the RNLI!

The Harbour Account was launched in 1997 through the Royal Bank of Scotland. Although they are offering competitive rates, initial take-up has been lower than we hoped. But the good news is that The Royal Bank have agreed to extend the two year deadline by a full year to help RNLI supporters open the 2,000 Harbour Accounts required to qualify for a guaranteed £50,000 donation. As we go to press, we still need approximately 1,500 accounts to meet the target. For full details see the adjacent advert.

Business Benefits the RNLI – turn a few odd shares into a valuable donation

Do you have a few odd shares floating around? Shares which would possibly not be worth the commission when sold? If the answer is yes, then the RNLI would like to hear from you. Our broker Charles Stanley Ltd specialises in selling small volumes of shares from UK registered companies. Quite simply they collect together small share units until they have enough to sell cost effectively on our behalf. Last year alone, this scheme raised an impressive £8,000 and the figures are already looking encouraging for 1999. If you can help, please contact Tizzy Perkins today on (01202) 663212.

Buoyancy Aid – new Lifeboats MasterCard design for the 175th anniversary

The RNLI is launching another card design for all new cardholders. Alongside the existing Arun, the new card depicts a Severn class lifeboat at speed! If you haven't already applied for a MasterCard, now is the time.



With the great new terms from The Royal Bank of Scotland, the MasterCard will be a welcome addition to any wallet or purse. (No annual fee, APR on purchases of 19.9% and up to a £100 cash back. If you already have a credit card, why not replace it? The process is very straightforward and there's no need to be either a Royal Bank customer or even a RNLI member to apply. What's more, the Royal Bank will donate £10 for every new cardholder and then 25p for every £100 of spend. For an application form and full details, simply call (01202) 3213 today.

Please note: If you're an existing cardholder and are tempted by the new card design, please write to The Royal Bank at the address below and the next time your card is renewed, they'll make sure it's the Severn class card. Scott Kirkpatrick, The Royal Bank of Scotland, Drummond House, PO Box 1727, 1 Redheughs Avenue, Edinburgh EH12 9JN.

Mine's a pint!

Don't forget to stock up with Tolly Cobbold's famous Celebration Ale. 8.5p from every bottle is donated to the RNLI and the beer is winning new friends all over the country. Available from several major retailers and specialist off licenses.



Insurance for sailors

Offshore members can now benefit from the launch of the official RNLI Offshore Yacht Insurance Scheme through the marine specialist Bishop Skinner. If you are an Offshore member, you can save up to 10% on some of the most competitive rates on the market. For more information call Bishop Skinner today on (0800) 783 8057.

Savings Account

2,000 volunteers required to help the RNLI.

Don't worry, you don't have to get your feet wet. Just open a Royal Bank of Scotland Harbour Account.

- We'll donate 0.25% of your balance to the RNLI each year.
- What's more, if 2,000 or more accounts are opened by the end of June 2000, we'll give a total of at least £50,000 towards a new lifeboat.
- Flexible banking by 1st class post.



For more information call us on

0800 121 121

quote ref RN4

Alternatively complete the information below and send to:
FREEPOST, The Royal Bank of Scotland plc,
PO Box 1727, 1 Redheughs Avenue, Edinburgh, EH12 OTW.

NAME _____

ADDRESS _____

POSTCODE _____

TEL NO: DAY _____ EVE _____

EXISTING CUSTOMER YES ☐ NO ☐ RN4

(We may telephone you to discuss your enquiry.)



Subject to status, 30 days' notice must be given for withdrawals on a Harbour Account. A charge of 50p per £100 withdrawal (on a pro rata basis) will be charged for withdrawals permitted by the Bank without 30 days' notice. Gross rate is the rate paid without the deduction of income tax to non-taxpaying customers. Interest paid annually. Calls may be recorded. RNLI is a registered charity. Charity No. 209603.

The Royal Bank of Scotland plc. Registered Office: 36 St. Andrew Square, Edinburgh EH2 2YB. Registered in Scotland No. 90312.

The Fundraisers

175 years of filling the coffers...

...In Brief...

During a visit to Dublin, members and friends of Llandudno lifeboat station took part in the Dublin marathon - raising £3,700 in the process.

Hilary Plant nominated the RNLI as the charity to benefit from her year as captain of the ladies section of Thorpeness golf club. £520 was raised from her 'drive-in' and a series of 'ball sweeps'. A cheque for the amount raised was presented to Framlington and District branch.

In October Reigate and Redhill branch held its fifth annual quiz night when it broke its steadily rising record and raised £620 during the evening. So far the quiz nights have realised £1,900.

Forest Row lifeboat choir come together every Winter to sing carols with donations going to the RNLI. Last year they had a table at an East Grinstead collectable fair, manned by David Walder and Thelma Manning. The choir is well on its way to financing its third inshore lifeboat.

Great Yarmouth and Gorleston ladies lifeboat guild were honoured by the presence of RNLI Director, Andrew Freemantle, at the Annual Ball held at the Ocean Room, Gorleston on 15 January. This was Mr Freemantle's first official social function and he was 'piped aboard' by members of the Sea Cadet Corps. The ball raised nearly £6,000 - a record for this event.

George Relf of Hatfield Conservative Club completed a 500 mile sponsored walk last Summer to raise money for the lifeboats. Through getting sponsored a penny a mile, George raised hundreds of pounds which was added to the proceeds of a Race night held at the club. In total £1,000 was raised.

Hampstead and Yalding cruising club collected £1,260 during 1998 as a donation to Sheerness lifeboat station.

In September Beti Gilbert of the Kensington branch held a very successful 'At home' which raised over £1,700. The event was attended by the Mayoress of the Royal Borough of Kensington and Chelsea. All branch members work extremely hard at this annual event which has become an established part of the branch's calendar of events.

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.

Prize old Mummies

In December Emsworth branch received a cheque for £500 from the 'Prize Old Mummies' of Emsworth Slipper Sailing Club.

The group of eight go to local pubs and act out a 30 minute historical farce and then pass round the RNLI collection bucket. A collection box in their clubhouse also yields regular income.



Happy Knitters

Brierly Hill and Kingwinford branch organised a sponsored knit at the home of branch chairman Mike Rogers and his wife Ann.

There were 25 knitters sponsored by 260 people to knit squares to make blankets for overseas charities. Coffee was drunk, fish and chips were served with wine and £590 was raised for the RNLI.

Horton Wreckers!

Celebrating the 30th anniversary of Horton and Port Eynon lifeboat station, the local branch held a Gower Wreckers Ball which raised over £8,500 for lifeboat coffers.

The ball, which was well supported by individuals and local businesses, was attended by many VIPs including recently retired RNLI Director, Brian Miles.



The Fundraisers

175 years of filling the coffers...

Rick and Wellies raise...



International marine photographer, Rick Tomlinson, together with Wellies Restaurant came up with a great idea for raising money for the charity.

Each month Rick selects a 24in x 16in photograph to be auctioned through the month in the restaurant in Hamble. Patrons are invited to make a bid, anything from £1 upwards and at the end of the month the highest bidder gets the print and a complimentary meal – the money raised goes to charity.

The chosen charities are the RNLI and the John Merricks Sailing trust. So far four photographs have raised £1,000 of which the RNLI receives half.



Endeavour award

Robert Charlton, son of Llandudno crew member Keith, recently won the Welsh region under 18s Nationwide Award for Voluntary Endeavour.

Fifteen year old Robert is the junior patron for the Llandudno crew training appeal and raised nearly £3,000 for the appeal in 1998.



Robert won £500 for the crew training appeal and was invited to the House of Commons last October where he was presented with the cheque and a trophy of recognition.

Portrush appeal

An appeal for a new Portrush lifeboat will be launched early this year. The target for the appeal, which will cover the whole province of Northern Ireland, is £500,000.

RNLI Director to run in Flora London Marathon

In many ways, marathon runners have much in common with our volunteer lifeboat crews. Commitment, stamina, courage and grit are values that are important to the runner and the crew member alike.



That's why I decided to run in this year's Flora London Marathon along with almost 175 other RNLI runners.

The event takes place on Sunday 18th April and I would be delighted and proud if you would consider supporting us and, in turn, the volunteer lifeboat crews. To do so, please complete the attached donation form and return it to me at our Freepost address.

If you would like to find out more about the Flora London Marathon, or any of the other events taking place this year, please contact my colleague, Sue Portsmouth, on 01202 663234.

I look forward to your support.

With best wishes,

Andrew Freemantle

Andrew Freemantle MBE
Director



If you wish to make a donation in support of the many RNLI runners, please complete and return this coupon. Any gift of any amount will be gratefully received.

To the Director.

I wish to further support the work of the volunteer lifeboat crews.

Please accept my gift of £ _____

Name: _____

Address: _____

Postcode _____

Membership No. _____
(if appropriate)

Please return this coupon to:

RNLI Flora London Marathon Appeal
RNLI, FREEPOST, West Quay Road
Poole BH15 1XF

FLM9/1



The Fundraisers

175 years of filling the coffers...

Hero helps appeal



Pete Goss (right) with Pauline Speed, Tynemouth Appeal Director, and Robbie Storrar who organised the event.

Photo: Liz King.

Yachting hero and author Pete Goss recounted his dramatic story to Newcastle's Tyne Theatre in November raising £1,400 for the Tynemouth Lifeboat Appeal.

The audience were captivated as Pete told them what it was really like to be alone in the freezing Antarctic ocean, barely surviving the cold and storm and turning back hundreds of miles to rescue a fellow sailor in his sinking yacht. The story had a happy ending and Pete's rescue of Frenchman Raphael Dinelli earned him the Legion d'Honneur from France and thrust him into international recognition as an intrepid adventurer as well as a first class yachtsman.

Pete also unveiled his plans for the next 'Pete Goss Challenge' which is to build a 115ft super-yacht and take part in the Millennium yacht race which starts on 31 December 2000.

Everyone in the audience enjoyed the presentation, including Pauline Speed, Tynemouth Appeal Director, who was also delighted with the evening's proceeds.

The appeal which was launched last June has so far raised over £200,000 towards the new Tynemouth lifeboat – the aim is to reach the £1,000,000 target by December 1999. For further information contact the Tynemouth Lifeboat Appeal office on: (0191) 272 8400.



Market Day

The centuries-old Dunstable market recently moved to a new site and the official opening coincided with the local branch flag day. The RNLI was allocated the charity stall in the market and the photograph shows Sir David Madell, South West Bedfordshire MP, Vera Cook, branch helper, and Mary Chapman, branch vice chairman and box secretary.

Total income from sales at the stall and the flag day came to £940. Photo: John Shorthouse, Kestral Studios.

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.



Lifeboat Challenge

The drive to save 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.

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
Royal National Lifeboat Institution

Lifeboat launches

Station-by-station lifeboat launches for August, September and October 1998

Aberdeen

Arun: Aug 29

Aberdovey

Atlantic 21: Aug 12 and 19 (twice)

Abersoch

Atlantic 21: Aug 1, 7, 20, 21, 30 and 31

Aberystwyth

Atlantic 75: Aug 11, 23, 29, 30 (twice) and Sep 6

Achill Island

Arun: Aug 21, Sep 2, 10 and Oct 13

Aith

Arun: Aug 13

Aldeburgh

Mersey: Aug 12 (twice), Sep 25, Oct 9 and 11

D Class: Aug 9, 12 (three times), 16, 17, Sep 3, 19, 24 and Oct 24

Alderney

Trent: Aug 3, 8, 12 (twice), 29, Sep 17, Oct 24 and 30

D Class: Oct 9 and 24

Amble

Waveney: Aug 1 (twice), 5, 7, 8, 12, 13, 19, 30, 31 and Oct 17

D Class: Aug 5, 12, 13, 19, 25 and 30

Angle

Tyne: Aug 14, 30, Sep 1, 8, 25 and Oct 11

D Class: Aug 24, 31, Sep 8 and 26

Anstruther

Mersey: Aug 9, Sep 7 (twice) and 24

Appledore

Atlantic 75: Aug 3, 7, 9 (three times), 13, 15, 20, 27, 29, 31, Sep 8, 17 and 25

Tyne: Aug 27, 31, Oct 3 and 16 (twice)

Aran Islands

Severn: Aug 13, 21, 28, Sep 2, 6, 11, Oct 16 and 20

Arbroath

Mersey: Aug 18

D Class: Aug 18 and Sep 11

Arklow

Trent: Aug 11, 19, 25 (twice) and Sep 17

Arran (Lamlash)

Atlantic 21: Aug 31

Arranmore

Tyne: Aug 3, 9, 15, 16 and Sep 1

Atlantic College

Atlantic 21: Sep 15 and Oct 31

Ballycotton

Trent: Aug 2, Sep 18 and Oct 22

Ballyglass

Severn: Aug 31

Arun: Aug 3

Baltimore

Tyne: Aug 8, 9, 12, 13, 16, 20, 30, Sep 8 and 9

Bangor (Co. Down)

Atlantic 21: Aug 11, 12, 19, 23, 28, 29 (twice), Sep 3, 5, 11 and 19

Barmouth

Mersey: Aug 10, 22, 31, Sep 5 and Oct 19

D Class: Aug 5, 8, 9 (six times), 10, 15, 16, 17, 31 (twice) and Sep 5

Barra Island

Severn: Aug 19, Sep 28 and Oct 18

Barrow

Tyne: Aug 1 and 31 (twice)

D Class: Aug 9, 17, Sep 8 and 18 (twice)

Barry Dock

Arun: Aug 12, 21 (twice), 31, Sep 8, 15, 16, Oct 19, 24, 27, 28 and 31

Beaumaris

Atlantic 21: Aug 8 (twice), 9 (four times), 16, 26, Sep 4, 9, 14, 19, 20 (twice), Oct 4 (twice), 6 (twice), 7, 10, 18 and 24 (three times)

Bembridge

Tyne: Aug 9, 11, 12, 13, 17, 18, 25, 26, Sep 9, Oct 17 (twice), 24 and 28

D Class: Aug 19, 21 (twice), 23, 24, 28, 31 and Oct 24

Berwick-Upon-Tweed

Mersey: Aug 27

D Class: Aug 1, 23, 27 and Sep 8

Blackpool

Atlantic 75: Aug 19, Oct 1 and 11

D Class: Aug 7 (twice), 19, Oct 1, 11 (twice), 18 (four times) and 25

Blyth

Trent: Aug 7 (twice), 9, Oct 17 and 25

D Class: Aug 9 and 30

Borth

D Class: Aug 2, 3, 7, 11, Sep 6 and Oct 16

Bridlington

Mersey: Aug 11, 19 and 31

D Class: Aug 1, 2, 4 (four times), 5 (twice), 6, 8, 11, 12, 13 (twice), 15, 16 (twice), 17 (three times), 29, 30, Sep 7, 28 and Oct 10

Brighton

Atlantic 75: Aug 1, 2 (twice), 9 (four times), 14, 25, Sep 3, 5, 12, 19, 20, 30, Oct 4, 6 and 22

Broughty Ferry

Arun: Aug 2 and 12 (twice)

D Class: Aug 12 (twice), 26, 27, 30, Sep 13, 19, 21 and 26

Buckie

Arun: Aug 4 (twice), 6, 30, Sep 26, Oct 14 and 20

Bude

D Class: Aug 5, 6 (twice), 8, 15, 21, 31 and Sep 6 (twice)

Bundoran

Atlantic 75: Aug 14, 15, 19,

21, 26 (twice), 30 and Sep 30

Burnham-on-Crouch

Atlantic 75: Aug 4, 8 (twice), 9, 30 (twice), Sep 1, 5, 18,

20, Oct 11 and 25 (twice)

D Class: Aug 12, 30 and Oct 25

Burry Port

D Class: Oct 23

Calshot

Brede: Aug 1, 3 (three times), 6, 7, 12, Sep 5, 9 and Oct 17

Campbeltown

Arun: Aug 19 and Sep 5

D Class: Aug 25

Cardigan

Atlantic 21: Aug 5, 9, 17, 19, 20 (twice), Sep 1 and 4

D Class: Aug 10, 20, Oct 9 and 26

Castletownbere

Arun: Aug 3, 12 and Oct 26

Clacton-on-Sea

Atlantic 21: Aug 3, 5 (twice), 9, 23, Sep 2, 6, 13, 14, 17 and 21 (twice)

Cleethorpes

D Class: Aug 7, 12, 16, 18, Sep 2, 7 (twice), 11, 20, 30, Oct 5 and 12 (twice)

Clogher Head

Mersey: Sep 11 and Oct 13

Clovelly

Atlantic 21: Aug 10, Sep 29 and 30

Conwy

D Class: Aug 4, 10, Sep 1 and Oct 19

Courtmacsherry Harbour

Trent: Aug 20, 21, Sep 5, 25 and Oct 24

Courtown

D Class: Aug 4, 6, 21 and 28 (twice)

Craster

D Class: Aug 3 and 12 (twice)

Criccieth

Atlantic 75: Aug 1, 9 (twice), 10, 15, 19, 26 (twice), 31,

Sep 8, 9 and 13

Cromer

Mersey: Aug 12 (twice), 16, Sep 4, 13 and 23

D Class: Aug 6, 12, 16, 19 and 20

Cullercoats

Atlantic 21: Aug 2, 9, 10, 15, Sep 4 and 20

Donaghadee

Arun: Aug 2, 7, 17, 29 and Sep 11

Douglas

Tyne: Aug 13, Oct 2 and 12

Dover

Severn: Aug 4, 6, 8, 19, 22 (twice), 23, Sep 2, 7, 11, 20,

25, 26 and Oct 12

Dun Laoghaire

Trent: Aug 3 (twice), 23, 31, Sep 1, 21, Oct 3 (twice) and 9

D Class: Aug 9 (twice), 16 (twice) and 23 (five times)

Dunbar

Trent: Aug 17, 26, 29, Sep 20 (twice), Oct 11, 17 and 21

D Class: Aug 17, 26, 29, Sep 12 and 20

Dungeness

Mersey: Aug 19 and Oct 20

Dunmore East

Trent: Aug 12, 21 (twice), 27, Sep 6, 10, 11, Oct 9 and 29

Eastbourne

Mersey: Aug 1, 5, 7, 9 (twice), 22 (twice), 28, 29, 30 (three times), Sep 20 (three times), 25, 26, 27, Oct 9 and 13

D Class: Aug 1, 4, 9 (three times), 11 (twice), 12, 13, 14, 16, 21, 22 (three times), 23, 24, 30, 31, Sep 16 and 20

Exmouth

Trent: Aug 5, 21, 22, 27, Sep 9, 13, 16 and 18

D Class: Aug 5, 18 (twice), 19, 22, 26, 29, 31, Sep 5 (three times), 6, 9, 20, 30, Oct 11 (twice) and 29

Eyemouth

Trent: Aug 2, 17, 20, 22, 29, 31, Sep 4, 6, 19, Oct 17, 21 and 31

Falmouth

Severn: Aug 11, 19 (twice), 23 (twice), 24 and Sep 4

Arun: Oct 13

Atlantic 21: Aug 1, 4, 9, 12, 19 (three times), 23 (twice), 25, 26, 31, Sep 4, 5 and 14

Fenit

Arun: Aug 12 (twice), 29, 30 and Sep 16

Fethard

D Class: Aug 3, 11, 12, 13, 14 and 15

Filey

Mersey: Aug 1 and 27

D Class: Aug 6, 12 (four times), 16, 19, 20, Sep 10, Oct 11 (twice) and 17

Fishguard

Trent: Aug 2, 14, 29, 31 and Sep 22

D Class: Aug 10, 29, 31, Sep 22 and 23

Flamborough

Atlantic 75: Aug 2, 4, 11 (twice), 13, 15 (twice), 16, 19, 28, 29, 30, 31 (four times), Sep 7 and 20 (twice)

Fleetwood

Waveney: Aug 1, 9, 12, 17, Sep 5, 6 (twice), 23, 27, Oct 11 and 25

D Class: Aug 1, 9 (three times), 12, 15, 17, 19, 26, Sep 5, 6 (twice), 19 and Oct 24

Flint

D Class: Aug 1, 21, Sep 6 (twice), 20 (four times), Oct 9 and 25

Fowey

Trent: Aug 8 (twice), 18, 20, 23 and Sep 10

Musical SHOWCASE

FROM THE RNLI

NEW

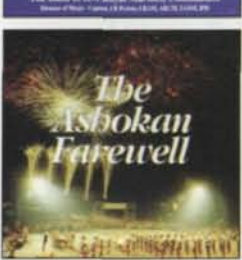
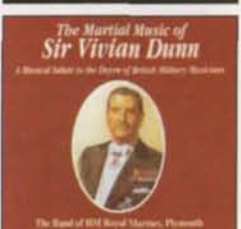
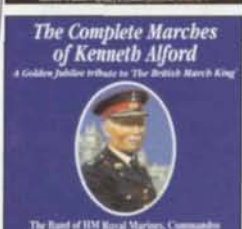
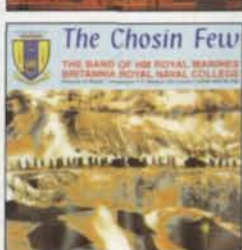
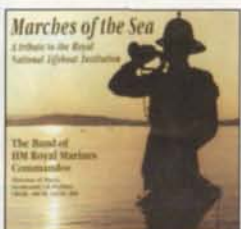
From the Band of HM Royal Marines, Portsmouth under the direction of Captain John Perkins: "To celebrate the RNLI's 175 years of saving lives at sea".

John Perkins joined the Royal Marines Band Service in 1965 and served as a violin and cornet player in various Royal Marines bands until he was commissioned and appointed as a Director of Music in 1984. Throughout his time as a Director of Music he has had a keen interest in recording and become a passionate supporter of the Royal National Lifeboat Institution.

"This is my fourth recording in support of the RNLI and the most exciting to date. The internationally renowned Baritone William Shimell first sang with me and the Flag Officer Plymouth Band in 1985 after a chance meeting in a Cornish Village. Almost since that first meeting we have been discussing the possibility of making a recording of Stanford's famous nautical songs with the Royal Marines Concert Band substituting for the original orchestral accompaniment. It has taken fourteen years to achieve this recording and special thanks must go to Mr Brian Williams and his team at the RNLI West Country Group for their hard work in attracting the necessary sponsorship, and also to the production team at Clovelly Recordings Ltd for underwriting the whole project".

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.

175 years
of saving lives at sea



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

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

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AND FULL PLAY LIST.

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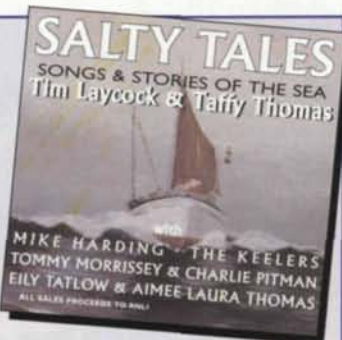
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NEW...
from the RNLI
the name synonymous
with fine music recordings!

SALTY TALES

"Songs & Stories of the Sea"

Tim Laycock & Taffy Thomas with Mike Harding,
The Keelers, Tommy Morrissey & Charlie Pitman, Eily Tatlow &
Aimee Laura Thomas



AND ...

WILL YOUR ANCHOR HOLD?

Fifteen beautiful maritime hymns by

Ely Cathedral Choir and other musicians

A great recording specially for the 175th Anniversary
RNLI 1999 by this exceptionally talented choir.

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West Rock, The Cleave, Kingsand,
Torpoint, Cornwall, PL10 1NF
Tel: 01752 822638

175 years
of saving lives at sea

All Cheques should be made payable to RNLI (Please allow 28 days for delivery)

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

100% Acrylic - £24.00

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

100% Lambswool - £34.00

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

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80% Cotton/20% Polyester Fleece - £24.00

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SIZES:

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40 44 48 50 52

(White or Red available in S & XXL)

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PLEASE SPECIFY COLOUR, SIZE AND LETTERING WITH ORDER

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



£20.00 (inc P&P (UK))

B&W engraved plate with your own wording £5.00 extra.

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ALL CHEQUES SHOULD BE
MADE PAYABLE TO: RNLI



Lifeboats
Royal National Lifeboat Institution
Please allow 28 days for delivery

RNLI BADGES

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



£12.00 (inc P&P (UK))

Including Branch, Guild, Station or individual name or lettering.

Perfect for shirts, blouses, blazers or wet weather gear!

Lifeboat launches

Continued...

D Class: Aug 8 (twice), 9, 15, 17, Sep 2, 4, 6 and Oct 30

Fraserburgh

Tyne: Aug 27

Galway

Atlantic 75: Aug 11, 16, Sep 29, Oct 14, 23 and 27

Girvan

Mersey: Aug 2 and Oct 14

Gt. Yarmouth & Gorleston

Trent: Aug 12, Sep 14, 24, 28, Oct 24 and 30

Atlantic 21: Aug 4, 5, 7, 9 (three times), 12 (twice), 13 (twice), 22, 24, Sep 3, 9, 12, 13 (five times), Oct 4, 8, 24 (three times), 26 and 28

Happisburgh

D Class: Aug 7 and 13

Hartlepool

Arun: Aug 16, 27 (twice) and Oct 17

Atlantic 21: Aug 13, 16, 27, 31 and Sep 19

Harwich

Severn: Aug 1, 14, 20, 23, 26, 27 and Oct 3

Atlantic 21: Aug 1, 4, 8 (twice), 12 (twice), 18, 20 (twice), 21 (twice), 23, 24, Sep 5 (three times), 7, 23, Oct 10, 20 and 24

Hastings

Mersey: Aug 9, Sep 8, 10, 11 and Oct 19

D Class: Aug 4, 5, 8, 9, 11, 12, 16, 22, Sep 11, Oct 11 and 25

Hayling Island

Atlantic 75: Aug 2, 3 (twice), 4 (twice), 8 (twice), 9 (five times), 15, 22, 30, 31 (twice), Sep 1, 11, 13, 20 (twice), 25, 30, Oct 17, 23 and 28

D Class: Aug 6 (twice), 9 (three times), 12, 13, 31, Sep 20 (twice) and 25

Helensburgh

Atlantic 21: Aug 4, 21 (twice), Sep 11, 12, 16, 20, 28, 29, 30, Oct 5, 8 and 11

Helvick Head

Atlantic 21: Aug 23 and 28

Holyhead

Arun: Aug 1 (three times), 15, 24, Sep 10, 13, Oct 1, 7 and 31

D Class: Aug 1 (twice), 26, Sep 9, 13 and Oct 4

Horton & Port Eynon

D Class: Aug 2, 4, 5 (twice), 11, 22, 24 (twice), 31, Sep 5, 16, Oct 3 and 11

Howth

Arun: Aug 3, 31, Sep 21, 28, 30, Oct 3, 11 and 18

D Class: Aug 2 (twice), 7 and 25 (twice)

Hoylake

Mersey: Sep 20

Humber

Severn: Aug 2, 7, 12, 17, 23 (twice), 27, 31, Sep 5, 6, 16, 23, 24 (twice), Sep 30, Oct 4, 12 and 22

Hunstanton

Atlantic 75: Sep 11, 20 and Oct 27

Atlantic 21: Aug 7 (twice), 9 (four times), 10 (twice), 11, 14, 21, 26, Sep 4, and 5

Ilfracombe

Mersey: Aug 6, 8, 10 (twice), 21 and Sep 11

D Class: Aug 6 (twice), 11, 19, 24, 27, 31 and Sep 8

Invergordon

Trent: Sep 18, Oct 12, 16 and 29

Islay

Severn: Aug 14, 15 (twice), 30 (twice) and Sep 2

Kilkeel

Atlantic 21: Aug 2, 8, 17 and Oct 13 (twice)

Kilmore Quay

Mersey: Aug 9 (three times), 12, 15, 16, Sep 5, Oct 3 and 5

Kilrush

Atlantic 75: Aug 15 and Sep 27

Kinghorn

Atlantic 75: Aug 2, 8, 9 (twice), 11, 13, 16, 17, 18, 22, 26, 29, 30, Sep 7, 24, Oct 7, 9, 23, 25 and 28

Kippford

D Class: Aug 3, 24, 26 and Sep 5

Kirkcudbright

Atlantic 21: Aug 11

Kirkwall

Severn: Aug 7, 23, Sep 12 and Oct 1

Kyle of Lochalsh

Atlantic 75: Aug 4, 26, Sep 12, Oct 14 and 18

Largs

Atlantic 75: Aug 2 (three times), 15, Sep 4, 16, 21, 26 (twice), Oct 14, 16 and 24

Larne

Atlantic 75: Oct 25 (twice)

Waveney: Oct 26

D Class: Aug 2 and Sep 19

Lerwick

Severn: Aug 26, 29, Sep 20 and Oct 6

Little & Broad Haven

D Class: Aug 7, 8, 11, 20 and 30

Littlehampton

Atlantic 21: Aug 8 (twice), 10 (twice), 12, 15, 16, 17 (twice), 30, Sep 4, 15, 26 and Oct 23

Littlestone-on-Sea

Atlantic 21: Aug 3

Llandudno

Mersey: Aug 4, 9, 10 (twice) and Sep 20

D Class: Aug 3, 4, 9, 10 (twice), 24, 26, Sep 3 and 18

Lochinver

Arun: Aug 11

Longhope

Arun: Sep 9

Lough Swilly

Atlantic 75: Aug 16 (three times), 28, Sep 20 and 30

Lowestoft

Waveney: Aug 15, 17, 27, Sep 3, Oct 3, 6 and 9

Lyne Regis

Atlantic 75: Aug 1, 2, 7, 9, 10 (three times), 12 (three times), 15, 16, 21, 23, 28 (twice), Sep 17, 23, Oct 3, 11 and 29

Lymington

Atlantic 21: Aug 3, 4, 13, 14, 16 (twice), 20, 30, Sep 5 (twice), 19, 21, Oct 11 and 18

Lytham St. Annes

Mersey: Aug 17 and Oct 11

D Class: Aug 16, 27, Sep 7, 11, 21, 27, Oct 11 (twice) and 30

Mablethorpe

D Class: Aug 4 (three times), 5 (three times), 6, 9, 20, 22 and Oct 11

Macduff

Atlantic 21: Aug 9 (twice), 12, 27, Sep 23 and Oct 16

Mallaig

Arun: Aug 6 (twice), 14, 21, Sep 8 and Oct 25

Marazion

D Class: Aug 19 and 31

Margate

Mersey: Aug 7, 9, 12, 22 (twice) and Oct 31

D Class: Aug 2 (twice), 4, 7, 8, 12, 17, 20, 26, 31, Sep 4, 6 and Oct 28

Minehead

Atlantic 75: Aug 2, 3, 8, 24, 30, Sep 8 and Oct 31

D Class: Aug 10 and 29

Moelfre

Tyne: Aug 7, 16, 27, 31, Sep 9, 15 and Oct 24

D Class: Aug 7, 8, 9, 11 (seven times), 15, 22, 31 and Sep 12

Morecambe

D Class: Aug 11 and Sep 7

Mudford

Atlantic 21: Aug 2, 9 (twice), 14, 20, 21, 23, 26, 30, Sep 1, 2, 6 (twice), 7, 20, 26, 27, Oct 3, 16, 17 and 24

New Brighton

Atlantic 75: Aug 7, 8, 10, 11, 15, Sep 27, Oct 19 and 20

D Class: Aug 17, Sep 1, 10 and Oct 11

D Class: Aug 6, 22, 30 and Oct 11

Newbiggin

Atlantic 75: Aug 9, 14, Sep 23, 27, Oct 11 and 16

Atlantic 21: Aug 1

D Class: Aug 16

Mersey: Aug 9, 16, 29, 31, Sep 12 and Oct 4

D Class: Aug 16

Arun: Aug 1, 9, 10, 12, 16, 18, 19, 29, Sep 1, 20 (three times), 26, Oct 13, 21, 22 (twice) and Oct 23

D Class: Aug 16

Mersey: Aug 9, 16, 29, 31, Sep 12 and Oct 4

D Class: Aug 16

Arun: Aug 1, 9, 10, 12, 16, 18, 19, 29, Sep 1, 20 (three times), 26, Oct 13, 21, 22 (twice) and Oct 23

D Class: Aug 16

Mersey: Aug 9, 16, 29, 31, Sep 12 and Oct 4

D Class: Aug 16

10 and 21

North Kessock

D Class: Aug 9, 12, Sep 7, 12, 18, 19, Oct 9 and 14

North Sunderland

Mersey: Aug 11, 22 (twice), 23, Sep 6 (twice), 13, 21, Oct 7, 17 (twice)

D Class: Aug 6 (twice), 22 (twice), 23, Sep 6, 21, Oct 7 and 25

Oban

Trent: Aug 1 (twice), 3, 5, 6, 7, 9 (twice), 12, 13 (twice), 14, 15 (twice), 16, 19, 22, 23, 27, 29, Sep 1, 4, 7, 10, 12, 14 (three times), 16 (twice), 19, 22, 30, Oct 4 (twice), 5 (twice), 14, 17, 19 (three times), 20, 21, 24 and 28

Padstow

Tyne: Aug 8, 10, 24, 31, Sep 6 (twice), 15, 24 and Oct 5

Penarth

Atlantic 75: Aug 7, 17, 21, 31, Sep 24, Oct 4, 18 and 19

D Class: Aug 27, Sep 19, 24, Oct 3, 4 (twice), 23 and 26

Penlee

Arun: Aug 9, Sep 2 and Oct 25

Peterhead

Tyne: Aug 22 and Oct 13

Plymouth

Arun: Aug 5, 8, 9 (twice), 10, 15, 19, 24, 29, 30, Sep 6, 16, 20, Oct 5 and 15

Poole

Atlantic 75: Aug 3 (four times), 5, 6, 9 (three times), 10 (twice), 12, 14 (twice), 16, 19, 23, 25, 26, 31 (three times), Sep 3, 6 (twice), 10 (three times), 12, 14, 20, Oct 15, 17 (twice), 19, 25 (twice) and 29

Brede: Aug 3, 4, 5, 9 (six times), 10, 16, 19, 23 (twice), 25, 26, 28, 30, 31 (four times), Sep 6 (twice), 20, 21 (twice), Oct 11, 18, 19 and 25

Port Erin

Atlantic 21: Aug 11, 21, 22 and Oct 15

Port Isaac

D Class: Aug 4, 11 (twice), 16, 30 (twice), 31 (twice) and Sep 6

Port St. Mary

Trent: Aug 23 and Oct 15

Port Talbot

D Class: Aug 18, 31 and Sep 13

Portaferry

Atlantic 75: Aug 1, 11, 22, 23, 27, 29, 31, Sep 11, 12, 13 and 20 (twice)

Porthcawl

Atlantic 75: Aug 1, 5 (twice), 7, 11, 12 (twice), 15 (twice), 16, 18 (twice), 19 (twice), 31, Sep 7, 12, 16, 20 (twice), 23 and Oct 18

Porthdinllaen

Tyne: Oct 20

Portpatrick

Tyne: Sep 10

Portree

Trent: Sep 1 (twice), 12 and 28

Portrush

Lifeboat launches

Continued...

Arun: Aug 4, 14 (twice), 19, Sep 28, Oct 11 and 21
D Class: Aug 6, 9 (twice), 14, 19, 22, 30, Sep 8 (twice), 20 (twice), 21 and 28

Portsmouth

Atlantic 75: Aug 2 (twice), 9, 12 (twice), 20 (three times), 22, 26, 31, Sep 4, 12, 21 (twice), Oct 21 and 25 (twice)
D Class: Aug 2, 9, 12, Sep 4, 11 and 14

Pwllheli

Mersey: Aug 12, 16 and Oct 18

D Class: Aug 3 and 5

Queensferry

Atlantic 75: Aug 2 (twice), 8, 9, 11, 18, 29 (twice), Sep 9, 10, 17, 20, 21 and Oct 25

Ramsgate

Trent: Aug 1, 3, 5, 6, 8, 9, 15, 16, 20, 21, 23 (twice), Sep 6, 11, 14 and Oct 16

Atlantic 21: Aug 7, 8 (twice), 12 (three times), 14 (three times), 15, 16, 23, 30 (twice), Sep 5, 20 and Oct 25

Red Bay

Atlantic 75: Aug 2 (twice), 14, 23, 30 and Sep 27

Redcar

Atlantic 21: Aug 6, 9, 11, 12 (twice), 19 (twice), 24, 25,

Sep 12, 13 and Oct 14
D Class: Aug 9 (twice), 11, 19, 24 and Sep 12 (twice)

Rhyl

Mersey: Aug 27 (twice) and 30

D Class: Aug 1, 4, 5, 7 (twice), 9 (four times), 11, 14, 18, 22, 27 and 30 (four times)
Rock

D Class: Aug 4, 7, 22 and Oct 10

Rosslare Harbour

Arun: Aug 11, Sep 2 and 4

Rye Harbour

Atlantic 75: Aug 8, 9 (10 times), 11, 18, 23, 30 and Oct 3

St. Abbs

Atlantic 21: Aug 23, 31, Sep 6, 19 and 21

St. Agnes

D Class: Aug 9, Sep 8 and 20

St. Bees

Atlantic 75: Aug 5, 9 and 18

St. Catherine

Atlantic 21: Aug 2, 8, 16, Sep 2, 5, 20 and 25

St. Davids

Tyne: Aug 14 (twice), 22, Sep 6 and 17

D Class: Aug 7, 24, 30

(twice), Sep 5 (twice) and 24

St. Helier

Waveney: Aug 9, 19 (twice), Sep 5, 13 and 25

St. Ives

Mersey: Aug 21 and Sep 24
D Class: Aug 2, 12, Sep 23, 24, Oct 10 and 29

St. Mary's

Severn: Sep 6 (twice)

St. Peter Port

Severn: Sep 11, Oct 5 and 26
Arun: Aug 11 (twice) and 12

Salcombe

Tyne: Aug 4, 6, 10, 11, 20, 23, Sep 5 (twice), Oct 3 and 17

Scarborough

D Class: Aug 2

Selsey

Tyne: Aug 12 (twice), 17, 31, Sep 29 and Oct 14 (twice)

D Class: Aug 2, 4, 8, 9, 12 (twice), 22, 26, Oct 19 and 25

Sennen Cove

Mersey: Aug 4, 12 and Sep 24

D Class: Aug 4 and 6

Sheerness

Trent: Aug 3, 12, 24, 31, Sep 4, 19, 25, Oct 3, 17 and 25

D Class: Aug 2, 9, 11, 14 (twice), 22, 31, Sep 7 (twice), 9, 13, 17, 20, 21, 22, Oct 8 and 17

Sheringham

Atlantic 75: Aug 2, 8, 19, 24, 30, 31, Sep 4, 29 and Oct 14

Shoreham Harbour

Tyne: Aug 10, 17, 18, 19, Sep 1, 5 and Oct 26

D Class: Aug 4, 5, 10, 12 (twice), 19, Sep 5, 13 and Oct 3

Silloth

Atlantic 75: Sep 15

Skegness

Mersey: Aug 11 (twice), 12 (three times), 18, 19 (three times), 23, 26, 31, Sep 14, Oct 4 and 27

D Class: Aug 2 (twice), 4 (five times), 5 (seven times), 6 (six times), 7 (three times), 8, 9, 11 (four times), 12 (four times), 14, 15 (three times), 19 (four times), 20, 26, 28, 31, Sep 1 and 10 (twice)

Skerries

Atlantic 75: Aug 1, 16, 27, 29, 30 (twice) and Oct 31

Sligo Bay

D Class: Aug 8 and 18

Southend-on-Sea

Atlantic 21: Aug 2 (twice), 3, 9 (twice), 12, 16, 21, 22, 25, 30, Sep 3 (twice), 6, 12, 13, 19, Oct 4, 10, 11 (twice), 14 (twice), 17, 18 (twice), 24 and 25

D Class: Aug 4, 8, 9 (twice), 12 (twice), 14, 19, 25, Sep 1 (three times), 6, 16, 25 and Oct 17

Southold

Atlantic 21: Aug 11, 13, 20, 23, 27 (twice), Sep 26 and Oct 9

Staithe and Runswick

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12, 13 and 14

Stornoway

Arun: Aug 18, 26, Sep 18, 19, 24 and Oct 9

Sunderland

Trent: Aug 6, 11 (twice), 12 (twice), 17, 24, 25, 30, 31 (twice), Sep 14, 26, Oct 16, 17 (four times) and 24 (twice)
D Class: Aug 2, 12 (twice), 30, 31, Sep 19 and Oct 24

Swanage

Mersey: Aug 5, 9 (three times), 12, 21, 22, 25, 26, 27, 29 (twice), Sep 5, 16 and 21
D Class: Aug 9, 17 (twice), 21, 22, 24, 26, 27, 31 (twice), Sep 22 and 28

Teesmouth

Tyne: Aug 9, 11, 12, 13 (twice), 15, 24, Sep 12, 13, 14 and Oct 31

Teignmouth

Atlantic 75: Aug 18
Atlantic 21: Aug 9, 12, 14, 15, 19, 31 (twice), Sep 5, 7, 13, 20 and Oct 2

Tenby

Tyne: Aug 9, 26 and Oct 5
D Class: Aug 1, 7, 9, 18, 20, 26, Oct 2, 10 and 26

The Lizard

Tyne: Aug 27

The Mumbles

Tyne: Aug 2 (twice), 4 (twice), 20 (twice), 31 and Sep 25
D Class: Aug 9 (twice), 10 (twice), 11, 15, 20, 22, 30, Sep 5 and 11

Thurso

Arun: Aug 3, 19, 30, Oct 3 and 9

Tighnabruaich

Atlantic 75: Aug 6, 21 and 29

Tobermory

Arun: Aug 1 (twice), 28 and 29

Torbay

Arun: Aug 3, 6, 7, 22, 31, Sep 5, 9, 11, 15, 17, 22, 26 (three times) and Oct 9
D Class: Aug 2, 6, 7, 8, 9, 11, 20, 22, Sep 4 (twice), 5 (twice), 9, Oct 17 (twice) and 31

Tramore

D Class: Aug 27, 30 and Sep 17

Trearddur Bay

Atlantic 75: Aug 1 (three times), 2, 7, 12, 13, 15, 26, 29, Sep 3, 10, 13, 20 and 22
D Class: Aug 13 and Sep 3

Troon

Arun: Aug 22, Sep 16, 22, 23, 26, Oct 14 (twice) and 22

Tynemouth

Arun: Aug 6, 11, Sep 7, 16, 18, Oct 5, 7 and 11
D Class: Aug 2, 6, 12 (twice), 29, Sep 13, 18, Oct 2, 7 and 21

Valentia

Severn: Aug 1, 2, 7, 12 and 13

Walmer

Atlantic 21: Aug 20
D Class: Aug 9, 12, 13 and 14

Walton and Frinton

Tyne: Aug 8, 9, 11, 24 (three times), 27, Sep 20, Oct 3 and 26

Wells

Mersey: Aug 11, 24, Oct 11 and 31
D Class: Aug 2, 8, 9, 13, 16 (twice), 17, 21 (twice), 24, Sep 4 and Oct 31

West Kirby

D Class: Aug 18, Sep 5 and 10

West Mersea

Atlantic 21: Aug 5, 6, 8, 14, 15, 20, 21, 22, 23 (three times), 29 (twice), Sep 6, 10, 13, Oct 3 and 29

Weston-Super-Mare

Atlantic 21: Aug 5, 9, 14, 15, 24 (twice), 28 and Sep 9
D Class: Aug 5, 6 (twice), 9, 11 (twice), 14, 15, 19, 24 (twice), 28 (twice), Sep 9 and 11

Weymouth

Arun: Aug 3, 6, 11, 12, 14, 17, 20, 23 (twice), Sep 1, 4, 12, 16, 26, Oct 3 and 19 (twice)
Atlantic 75: Aug 4, 11, 12, 14 (five times), 15, 16, 17, 20, 21, 23 (twice), 28 (twice), Sep 4 (twice), 18, 27, Oct 3, 19 (twice) and 29

Whitby

Trent: Aug 23, 29, Sep 14, 19, 22, 26, Oct 7 and 15
D Class: Aug 5, 13, 14, 18

(twice), 19, 21, 23, 29 and Sep 7

Whitstable

Atlantic 21: Aug 1 (twice), 3, 4, 6, 8, 9, 11, 13, 14, 20, 27, 31, Sep 5, 10, 12, 13 (six times), 25, Oct 3, 4, 8, 9, 11, 17 and 24

Wick

Trent: Aug 8 and Oct 16

Wicklow

Tyne: Aug 1, 3, 11, 18, Sep 22, 27 and Oct 12
D Class: Aug 1, 2, 3, 11 and Oct 12

Withernsea

D Class: Aug 2, 11, Sep 29 and Oct 10

Workington

Tyne: Aug 9 and 18

Yarmouth Isle of Wight

Arun: Aug 2, 3, 9 (twice), 11, 14, 15, 19, 22, 25, Sep 5 (twice), Oct 4 and 11 (twice)

Youghal

Atlantic 21: Aug 4 (three times), 7, 19 and Sep 9

On Passage

ON 1052 Arun: Aug 9
ON 1033 Waveney: Aug 19
ON 1117 Tyne: Aug 26
ON 1236 Severn: Oct 11

The services listed are for those which returns had been received at RNLI Headquarters by 27 January 1999. There may be other services for which returns had not been received.



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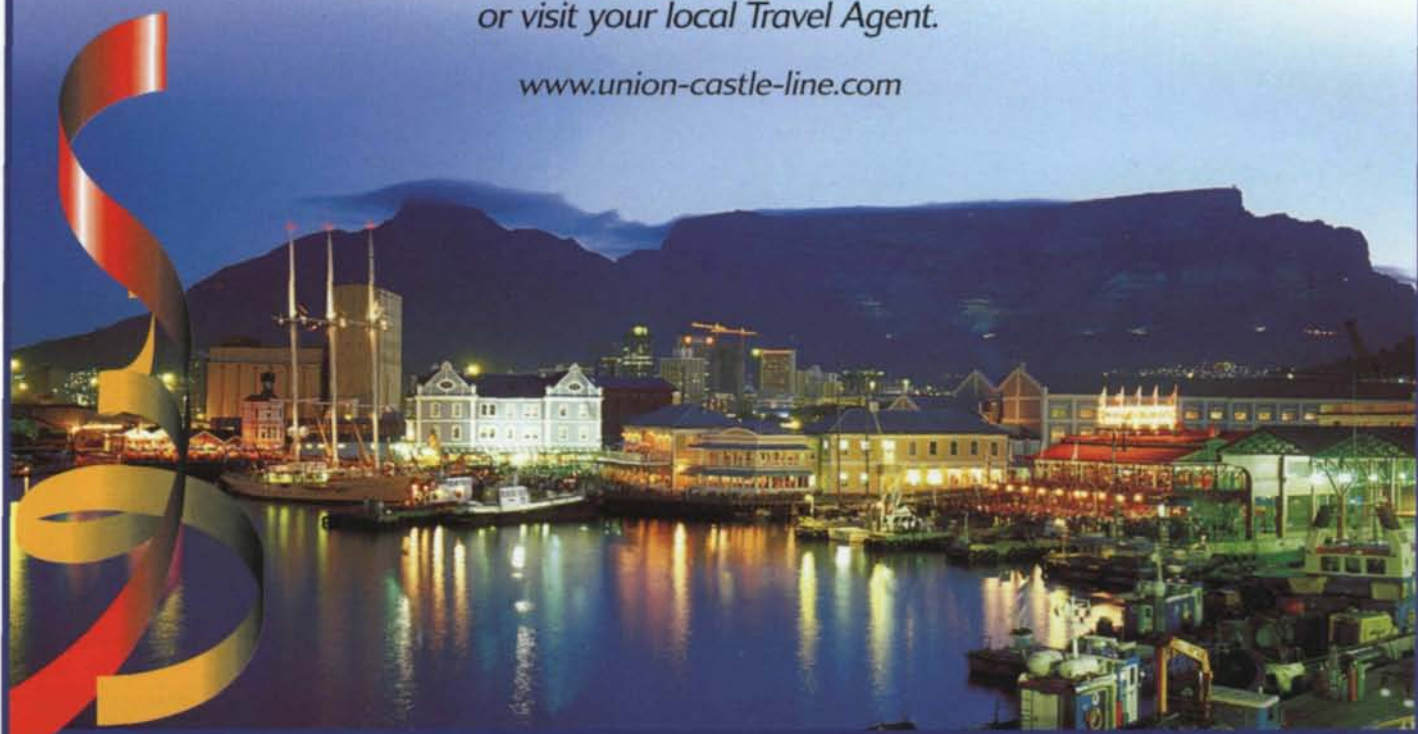
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