

Summer 1999

# The Lifeboat

The magazine of the RNLI

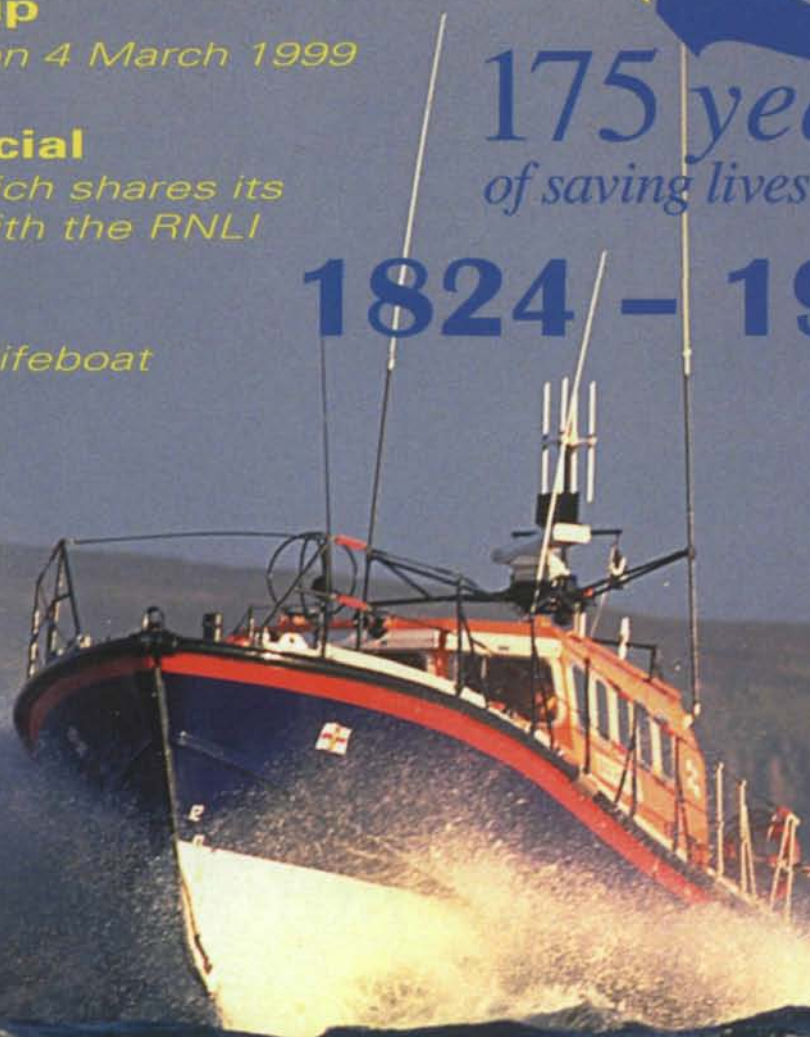
## In this issue...

- **Birthday Roundup**  
*some of the events on 4 March 1999*
- **Anniversary Special**  
*a lifeboat station which shares its 175th anniversary with the RNLI*
- **Spotter's Guide**  
*our regular guide to lifeboat classes*



175 years  
of saving lives at sea

1824 – 1999



### The Annual Meetings

Chairman announces  
RNLI's SEA Check  
scheme is to go  
nationwide  
in '99



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# The Lifeboat

Summer 1999

In this issue...

## Number 548

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



Sennen Cove's Mersey class *The Four Boys* catches the evening sunlight as she heads away from the the Cornish coast on exercise.

Photo by Rick Tomlinson

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## SEA Check scheme goes coast-wide

Why wait until you get into trouble before finding out how well equipped your boat is? That's the reasoning behind the RNLI's SEA Check scheme, which aims to give every boat owner the chance to have a knowledgeable RNLI volunteer look over their boat and advise on the equipment they are carrying.

If you already have the right sort of equipment for the

type of boat and the use to which she is put you can qualify for a Bronze, Silver or Gold award to confirm it.

SEA Check was introduced on a short stretch of the South Coast last year and was such a success that it is to be extended to cover the entire coast of the UK and Republic of Ireland this year.

The announcement, made by the Chairman at this year's annual meetings (see report on page 14) marks another step by the RNLI in its prevention-is-better-than-cure approach which began with the Safety on the Sea campaign in 1994.

Run under the Institution's overall Sea Safety umbrella, the day-to-day running of SEA Check will be in the hands of 12 Regional Co-ordinators, each with their own stretch of coastline.

The Co-ordinators will be recruiting and training volunteers, all of them practical and experienced mariners, to carry out visits and checks.

As well as pre-arranged SEA Checks there will be while-you-wait advice available at many popular launching sites, following the discovery that visiting, trailed boats are often less well prepared than boats from sailing clubs and marinas.

If you would like either advice, or a SEA Check award to confirm that the level of safety equipment on your boat is up to scratch, contact SEA Check at the RNLI's Poole HQ at West Quay Road, Poole, Dorset BH15 1HZ – telephone (01202) 663384, or Freefone (0800) 328 0600, or email: [seasafety@rnli.org.uk](mailto:seasafety@rnli.org.uk).

Information and advice is also available on the RNLI's Sea Safety web site at [www.rnli.org.uk](http://www.rnli.org.uk).

## NEWSPOINT

I am most grateful to the large number of readers who took the time and trouble to write to me following the Newpoint in the Spring issue of *The Lifeboat* about the prospect of a Vision and Values for the Institution.

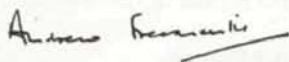
The aim of the article was to stimulate comment, which is exactly what it did. I am very pleased to say that the vast majority of those who wrote strongly support the process of consultation that has been initiated.

To the minority who are not keen on the idea please be assured that I will not try to fix something that is not broken, nor do I favour reorganisation to give an illusion of progress.

Notwithstanding, any organisation which stands still does not flourish – in this respect I am sure that one major high street clothes retailer with a household name will agree!

In my view, the RNLI is not like a ship that can alter course without reference to most of its crew and all of the passengers. I am quite clear on where we should go and what we should do but I felt it would be arrogant indeed to arrive and present some form of blueprint without asking all those with the interest of the RNLI at heart what they think.

With this in mind my warm thanks for your input.




## Vision and Values Pack

### Would you like to take part?

During June many readers of *The Lifeboat* will have received a pack from the RNLI enclosing a simple questionnaire about their views on the RNLI's future, and the values they believe are important to the organisation.

The pack was sent direct to all crew members, shore helpers, Station Branch officers and staff members. A representative sample of members, governors and donors also received the pack.

If anyone who has not received a pack would like the opportunity to participate, please contact the Supporters Help Desk on (01202) 663234 to request a copy.

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

News items should be received by 26 July 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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## International Rescue

The International Lifeboat Federation's 1999 Conference will have drawn to a close shortly before this issue of **The Lifeboat** arrives on your doormat.

The conference is hosted by one of the member countries every four years, and this year it is to be held in and around the RNLI's base at Poole as part of the 175th Anniversary celebrations. The conference will have attracted delegates

and lifeboats from around

the globe, and is planned to include a sail-past of modern lifeboats from the RNLI, many other visiting countries and also historic ex-lifeboats, many now in private hands.

The restored pulling and sailing lifeboat *Queen Victoria* will contrast with classic double-ended RNLI boats, the first Waveney, Atlantic 75s, Severns and a host of visiting boats.

We hope to carry a full report of the conference and a photo-review of the sail-past in our Autumn issue, which appears in early October.



The 12m Victoria class from the Swedish lifeboat service is one of the overseas lifeboats expected to attend the conference

## Anniversary Events

The last Royal Tournament is being held at Earls Court this year, and the RNLI is set to make a big splash at the event as part of its anniversary celebrations.

The Tournament runs from 20 July to 2 August, but the big day for the RNLI will be on 22 July when there will be two displays by Atlantic crews. They may not have to dismantle the boats and throw them over a wall, but they will certainly be put through their paces as they compete in the arena!

Supporters of the RNLI who receive their copies of **The Lifeboat** in time can see the show for half price - just phone the Tournament's credit card hotline on 0171 244 0244 before 2 July and quote 'RNLI' for your half price tickets.

Normal ticket prices range from £6 to £26 and there are two performances each day at 1400 and 1930.



## Anniversary Calendar

Don't miss these special 175th Anniversary Events

- 22 July 1999 Two ten-minute displays at the Royal Tournament, Earls Court, London
- 6-28 August 1999 25 appearances at the Edinburgh Military Tattoo
- 10-19 September 1999 Southampton International Boat Show

## Roadshow Dates

- 2-7 July, Exeter (Granada Services, junction 30 M5)
- 13-17 July, Manchester (Albert Square)
- 19-22 July, Bournemouth (Royal Welsh Show)
- 24-28 July, Blackpool (seafront)
- 31 July-2 August, Greenock (Tall Ships)
- 5-15 August, Thurrock (Lakeside Shopping Centre)
- 18-22 August, Gateshead (Metro Centre)
- 25-30 August, Brighton (seafront)



## Congratulations in the House

Two Members of Parliament sponsored 'Early Day Motions' in the House of Commons to congratulate the RNLI on its 175th birthday.

One, sponsored by Hastings and Rye's Michael Foster, went on to 'express the nation's gratitude for the valour and virtue displayed by its volunteers who crew the lifeboats and many supporters who work tirelessly to fund the service...'

The second, sponsored by Norman Godman of Greenock and Inverclyde, paid tribute to 'all those, past and present, who have contributed to the giving of the public service through the wonderful work of the Royal National Lifeboat Institution'.

## Super marketing

Sainsburys is selling the RNLI's Tolly Cobbold-brewed Celebration Ale in all of its stores - and donating 10p to the Institution for every bottle it sells!

Tolly Cobbold already makes a donation of 8.5p a bottle, so no further excuses are needed to try this premium quality ale!

## Named at St Davids

More than 200 guests were at St Davids lifeboat station on Sunday 9 May to witness the naming and dedication of the station's new D class lifeboat.

Light rain couldn't dampen the guests' enthusiasm as the lifeboat, funded by the Grantham and District Rotary Club, was handed over by Rotarian David Green and then named *St David/Dewi Sant* by



Mrs Jo Green following a service of dedication.

The new lifeboat then launched to give a short display of her capabilities.

Mrs Jo Green applies the champagne to name St Davids' new D class lifeboat St Davids/Dewi Sant.



## Blooming Marvellous

The first RNLI lifeboat and slipway to be depicted entirely in flowers made its debut at the Chelsea Flower Show at the end of May. The display was designed and constructed by Gateshead Borough Council in honour of the RNLI's 175th Anniversary.

The Council won a Silver Medal for its 'Angel of the North' display in 1998 and has its sights set firmly on one of the coveted Gold Medals for '99.

Two lifeboat crew helped launch the display, which is pictured below with Angharad Griffiths from The Mumbles and Roger Turner from Margate.

When Chelsea closes the display will move on to Scotland's National Gardening Show and then to Gateshead's own Summer Show, ensuring a high profile for the RNLI's anniversary for most of the summer.



Photo Howard Spencer

**It's a Gold!**  
As we went to press we heard that the display has been awarded a Gold Medal

## Starting young!



Photo Nicholas Leach

The youngest-ever 'lifeboat namer' swung into action at Craster on 20 March when two-and-a-half-year-old Adam Bagley dispensed some champagne to formally christen the station's new D class lifeboat.

The boat, called *AB One*, was funded by Adam's Grandfather John Bagley who had competed in the British Steel Challenge – and then raised £16,000 from a series of talks and presentations about his adventures.

There is a tradition of the initials 'AB' in the Bagley family and as Adam is the current youngest holder his nickname of 'AB One' was chosen for the new lifeboat.

The Duke of Northumberland, the President of the Craster Station Branch had opened the proceedings before Mrs Janette Bagley formally handed the lifeboat over to the RNLI and gave her grandson a little help with the bubbly!

(Above) Divisional Inspector Andrew Ashton and Mrs Jeanette Bagley give Adam Bagley a helping hand

## Only the name's been changed...

The lifeboat station at the small fishing village of Seahouses in Northumberland is now to be known as... Seahouses Lifeboat Station.

That may seem obvious enough, but due to a historical quirk the station had previously been known as North Sunderland - which is a mile away.

The station asked for the change as the lifeboat has always been based at Seahouses, her radio call sign was already 'Seahouses Lifeboat' and it would also avoid any confusion with Sunderland lifeboat, away to the south.

The change seemed logical enough and the RNLI's Executive Committee approved the alteration with immediate effect.

### More at Mablethorpe

An Atlantic 75 is to join the existing D class at Mablethorpe in Lincolnshire following successful trials at the end of last year.

## Barra's new Severn



Barra Island's new Severn *Edna Windsor* dressed overall for her trip to sea after the ceremony.  
Photo Nicholas Leach

Barra Island's new Severn was named at an official ceremony held on 24 April at The Pier in Castlebay. The lifeboat was funded by a number of legacies, including a bequest from Mrs Edna Windsor, who died in Malaysia in 1993.

The lifeboat was named *Edna Windsor* by Brenda MacInnes,

granddaughter of the first Barra Island Coxswain, Murdo Sinclair.

The lifeboat was handed over to the RNLI's Chairman David Acland by Francis McCrossin, executor of the estate of Mrs Elizabeth Brechin – one of the other legators and a lifelong supporter of the RNLI from Ardrossan.



## Steps help launch Stormforce 10



Above – Pop group Steps help launch Stormforce 10 with RNLI lifeboatmen, Director Andrew Freemantle and Stormforce competition winners.  
Photo: © Caters News Agency Ltd.

Below right – RNLI Director, Andrew Freemantle, and lifeboatmen brave the ride and get thoroughly wet in the process!

Pop chart favourites, Steps, along with seven of the bravest lifeboatmen and the RNLI's Director helped launch Stormforce 10, Britain's fastest wet knuckle ride, at Drayton Manor Park on 29 April.

Steps were on board the first 'lifeboat', closely followed by Director Andrew Freemantle and the seven lifeboat heroes from various stations around the UK. Alex Griffiths and Niall McLeod, two Stormforce members who won a competition to name the 12 'lifeboats', were also present at the official launch.

The £3m ride has been created, designed and constructed by the theme park in association with the RNLI and opened to the public for the first time on 1 May.

The ride recreates a dramatic lifeboat rescue mission and is the UK's first reverse chute water coaster. The boats are sent backwards down a 9 metre drop – hitting speeds of 40mph and pulling over 3g.



Drayton Manor Family Theme Park 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](http://www.draytonmanor.co.uk).

## Draw winner

Harry Wright has won The Royal Bank of Scotland prize draw for £2,000. Mr Wright, a Lifeboats MasterCard holder, is a long standing RNLI supporter and has held the card since it was launched in 1988.



Lifeboats MasterCard, administered by the Royal Bank, enables supporters to raise money for the RNLI whilst using their card. For every account opened, £5.00 is donated plus an additional 25p donated for every £100 spent.

Almost £12 million has been raised by Lifeboats MasterCard holders so far. As part of the RNLI 175th anniversary celebrations, an extra £5 per application (for the next 2,000 applications) will be donated by the Royal Bank to the RNLI. Applicants need not be a Royal Bank of Scotland customer to take out a card, receive competitive rates and positively support the RNLI. For an application form and full details, simply call (0800) 543 210.

## Lottery prize holidays

The latest Autumn Lifeboat Lottery features some really interesting holidays that have been kindly donated by Warner Holidays. First prize is a week for two people at any Warner historic or character hotel plus £400 spending money. Second and third prizes are weekend breaks for two, again at a Warner hotel, plus £150 spending money.

The lucky winners will select their holidays from the Warner brochure, perhaps choosing to stay in a location such as a Victorian castle, an Elizabethan mansion, or a coastal retreat with grounds sweeping down to the water's edge. Pictured here is just one of the fabulous Warner hotels where the winners may choose to stay - the magnificent 17th Century Holme Lacey House. Breakfast and dinner are included, as are most sports, activities and evening entertainment.



In addition there are six runner-up prizes ranging from £100 to £200.

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.



## Around the world in a day?

Circumnavigate the world without ever leaving London – on 25 September the RNLI is cramming the entire planet into the confines of Battersea!

Sail Safari is the first ever London Round the World Boat Race. Teams of four will race round Battersea Park in 'Flintstone' style hand built boats, whilst raising money for the lifeboats.

Crews will visit Sydney, New York, Rio, Cannes and the Cape of Good Hope. In order to travel onto the next country they will have to complete a crazy challenge, which could be anything from winding the windlass to racing remote controlled lifeboats. There is also a post event-party where prizes will be awarded to winning teams and those with the most imaginative boats.

If you are able to make a boat from an old cardboard box and some sticky backed plastic and have a talent for knot tying and horn pipe dancing then this could be the event for you! There will be lots for spectators of all ages to do on the day and everyone is welcome.

For more information or a registration form call Robin or Myles in the RNLI Events Office on (0171) 839 3369.



## Video SOS

The RNLI's PR department recently discovered a gap in its film and video archives and is appealing for help from readers of **The Lifeboat**.

If anybody has a copy of the 1996 AGM/APA video that can be copied for the archives, Sue Denny, the RNLI's Press and Public Information Officer would be pleased to hear from you.

If you can help please call (01202) 663182/3

## AFRAS

For all you web surfers out there we continue our regular update on RNLI and lifeboat related internet sites. The latest addition is the website for The Association for Rescue at Sea (AFRAS) which can be found at:

[www.afras.org](http://www.afras.org)

AFRAS helps raise money to save lives at sea and supports the RNLI on a continuing basis. In 1998 the association took over administration duties in the United States offering joint AFRAS/RNLI membership and has to date helped to fund three RNLI lifeboats.

## Chatham 'exhibit' goes upriver

The first Waveney class lifeboat, which is part of the collection of historic lifeboats at Chatham, went further up the Thames than usual on Easter Saturday when she visited the 145th Oxford v Cambridge Boat Race.

The organisers of the annual event had nominated the RNLI as the official charity for the race and 44-001 (she never carried an official name) set off to fly the RNLI flag.

The lifeboat is part of the collection based at the Historic Dockyard although, unlike the other exhibits, she is kept afloat and in commission.

The remainder are housed in the magnificent No4 Covered Slip and are well worth a visit by anyone who is lifeboat-minded.

The Dockyard itself is now known as **The World Naval Base** and has several new attractions. More additions and improvements are under way, or being planned, and the whole site is well worth a visit. Contact the **World Naval Base** at Chatham on (01634) 823800 for full details.

## Selsey honours

On 26 May nine members of Selsey lifeboat station and branch were honoured by The City of London by being awarded the Freedom of The City. Those who received awards were: Coxswain Martin Rudwick, Second Coxswain Willie Pledger, Mechanic Keith Lintott, Assistant Mechanic Nigel Osbourne, Deputy Second Coxswain Tony Delahunty, Vic Littleboy (Station Admin and Press officer), Mrs E Savill (Chairman, ladies association), Mrs J Jones (wife of former Coxswain Bill Jones) and Mrs M Wood who has sold RNLI souvenirs for over 40 years.

## Withernsea's D named

A bright and blustery day greeted guests for the naming ceremony of the D class lifeboat, *Brian and Margaret Wiggins*, at Withernsea lifeboat station on 10 April.

Withernsea chairman, Dr Tony Fourace, opened proceedings followed by a presentation of flowers by eight-year-old Elizabeth Dawson to Mrs Margaret Wiggins and Janet Elizabeth Wiggins, wife and daughter respectively of Brian Wiggins whose legacy funded the lifeboat.

Mrs Wiggins handed the lifeboat into the care of the RNLI which was then officially accepted of behalf of the station. Following a service of dedication Withernsea Senior Helmsman, Martin Woodhouse, proposed a vote of thanks.

Proceedings closed with Janet Elizabeth Wiggins naming the lifeboat *Brian and Margaret Wiggins*.



Elizabeth Dawson presents a bouquet of flowers to Margaret Wiggins.





Photo: Sutcliffe Gallery, Whitby.

## Legacy gifts have always kept lifeboat crews afloat.

*Would you please consider remembering them in your Will?*

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

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

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



Photo: From the RNLI Collection.



Photo: The Examiner of Cork.

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) \_\_\_\_\_

LJ9/7



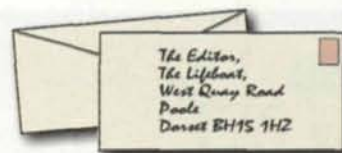
**Lifeboats**

Royal National Lifeboat Institution

Registered Charity No. 209603



# Your Letters



email: [thelifeboat@rnli.org.uk](mailto:thelifeboat@rnli.org.uk)

## 90 years ago

I wonder whether you would be interested in this photograph, taken on Lifeboat Day in Croydon in 1909, 90 years ago?

My brother, aged 5 (left), and I, aged 4, carried the tin lifeboat collection boxes during a street parade on the Lifeboat Day. I remember how the cord attached to the box cut the back of my neck as it got heavier with the coins inserted therein.

Our mother made our costumes, including the sou'westers – then an item of dress for lifeboatmen.

Our parents were RNLI supporters, father had two seafaring brothers, and I am a Shoreline supporter, carrying on the family support.



**Lawrence Morgan  
Dawlish, Devon**

## Far from home

While my wife and I were on holiday on the East Coast of Malaysia recently we were shown local craftsmen at work in a boatbuilding yard at Kuala Terengganau.

We were told that one of the boats undergoing a complete refit there was from Britain and was built in 1937.

Although the hull had been stripped to bare wood, which seemed in excellent condition, and was surrounded in scaffolding, the shape seemed familiar and the handholds along the bilge keel gave another clue.

A closer inspection revealed traces of the familiar blue paint and a hazardous expedition through the scaffolding showed the distinctive propeller tunnels, but sadly I could find no builder's plate.

A complete new superstructure was being built so when complete her origins may not be readily recognisable, but the hull looked good for another 60 years of service.



**Colin Rees  
Wells, Somerset**

## Was it me...?

I read with interest the letter 'Thanks to Mr X' from Mrs B. Wright from Ventnor which appeared in the Winter 98/99 issue of **The Lifeboat**.

I believe I was the mystery lifeboat member who helped out at this unfortunate accident.

I was on holiday at the time with my family and was happy to be able to offer assistance thanks to recent first aid training with the lifeboat service.

I would be grateful if you would

pass on my best wishes to the couple and let them know how pleased I am to hear that Mr Wright is recovering well at home and thank them for taking the trouble of finding a way of expressing their thanks.

I am so pleased I was able to make a difference due to the training given to me through the lifeboat service.

**Phillip Curry  
Walmer lifeboat crew**

## Don't try this at home!

This photograph was taken in 1932. I was one of a number who regularly took summer holidays at Bembridge, Isle of Wight. We made a little trolley, which we named 'Guppy' and used it to shoot down the slipway of the lifeboat station into the sea.

The lifeboatmen and coxswain were not too happy about this but never stopped us. It was great fun.

**John Braun, London**



## 'Good Luck Blackpool' – from Hastings

I read your article 'Blackpool Illuminated' in the Winter 98/99 issue of **The Lifeboat** with much interest as in Hastings we have had a multi-purpose lifeboat station with a very successful Visitors Centre and souvenir shop for over three years.

In 1994 the RNLI established a requirement to design and build a new lifeboat station at Hastings. While operational requirements were to be given priority facilities for visitors were to be included and the station was designated the first Visitors Centre.

Building was completed in December 1995 and the station became operational in January 1996.

Visitors are able to walk around the ground level and see the Mersey on its launching carriage, the launching tractor and the D class inshore lifeboat.

They can go up onto a raised gallery which runs the full length of the Mersey at deck level. There are a number of displays and information panels, a large well-equipped presentation room with a large video screen and a well-planned and well-stocked shop.

A visitors centre such as this does require a lot of staffing. The fact that the centre has gone from strength to strength over the years is largely due to the first-class work of a devoted band of volunteers – the shop helpers, the very knowledgeable stewards in the boathouse and the 'pre-arranged group' hosts, all of whom deserve much praise.

Finally I offer to Blackpool Visitors Centre all best wishes for the future, may your teething troubles be few (and very small) and your success as great as that of the Hastings Visitors Centre

**S. G. Gerrard  
St Leonards-on-Sea  
East Sussex**

Letters from readers are always welcome.

Address them to:

**The Editor,  
The Lifeboat, RNLI,  
West Quay Road, Poole,  
Dorset BH15 1HZ**

or email us at:

**[thelifeboat@rnli.org.uk](mailto:thelifeboat@rnli.org.uk)**



All submissions should be marked 'for publication'.



## Fisherman plucked to safety by D class as night falls

The three crew members of Sunderland's D class inshore lifeboat received a framed letter of thanks from David Acland, the RNLI's Chairman following a service in poor weather and wintry conditions just before Christmas last year.

The D class had been called out at 1615 on 20 December when a man who had been fishing was swept into the sea at a place known as Hendon Tanks, just over a mile from the station.

Launching into heavy, breaking surf caused by a north westerly Force 6 to 7 the D class headed for the scene, with the station's all-weather Trent also launching to back up the smaller boat in view of the conditions and failing light.

When the crew of the D class, Helmsman Michael Cowe and crew members Martin Barry and Brian Clark-Barkess, left the harbour they had to position their weight carefully and adjust their speed as they picked their way through heavy seas on the port beam to reach the casualty.

A police helicopter arrived on the scene and was able to locate the man with its infra-red sensors, directing the inflatable to him.

The location was particularly difficult, less than half a cable from a curving sea wall which was

---

'It took the combined efforts of all three lifeboatmen to get the casualty into the inflatable'

---

reflecting the 16ft swell to create frequent, peaking waves.

Although the large middle-age man was wearing a floatation suit it had become swamped and he was barely floating. The D class ran in and Brian Clark-Barkess went into the water to assist the helpless man. It took the combined efforts of all three lifeboatmen to get the casualty into the inflatable before she was able to head offshore to get clear of the confused seas.

Here she transferred the man to the all-weather lifeboat - a difficult task in the large seas - and from there he was airlifted to hospital suffering from hypothermia and an injured ankle.



## Four and a dog cut off by the tide

Richard Jenkins of Borth lifeboat has also received a letter of thanks from the RNLI's Chairman for his leadership and seamanship skills after he had taken the station's D class onto a beach in heavy seas to rescue two men, two women and their dog when they had been cut off by the tide on 6 September last year.

After a difficult launch through heavy surf the lifeboat reached the scene and veered down on to the beach, which shelved steeply and was strewn with rocks.

Once the water was shallow enough crew members Lee Trubshaw and Stuart Taylor went over the side to hold the boat head to sea as they beached her stern-first, just long enough for the stranded people to be taken aboard.

Getting off the beach was complicated by the anchor warp fouling the propeller and stalling the

engine - swiftly cleared by Richard - and the anchor warp then snagging on a submerged rock and swinging the lifeboat round stern to sea.

However Stuart ordered the warp to be cut free and he was then able to take the inflatable out stern first until there was enough sea room to turn.

The survivors were then transferred to Aberystwyth's Atlantic, which had launched to assist and had been standing by throughout the service, and were landed safely at Aberystwyth 12 minutes later.



## Three lifeboats save six people from devastated dinghy race



All three of Southend-on-Sea's inshore lifeboats were at sea on 3 January this year when rapidly deteriorating conditions devastated a fleet of racing sailing dinghies.

The race, the annual Brass Monkey event, was being held off nearby Leigh-on-Sea but as the wind rose to Severe Gale Force 9 and the sea state worsened every one of the competitors was in trouble. The safety boats guarding the fleet were overwhelmed by the number of incidents and at 1242 the Coastguard activated the lifeboat crew's pagers to begin a long and arduous service for the three crews.

David Acland, the RNLI's Chairman later sent the station a framed letter of thanks for their initiative, resourcefulness and team work.

The first D class launched from her slipway at the base of the pier in short order, and a second crew went to the pier head to launch the Atlantic stationed there.

With so many casualties Southend's third lifeboat was needed, so another crew was

summoned by telephone and they launched the pier-head D class.

The wind by now was around 45 knots from just north of west, blowing the capsized and sinking dinghies offshore and out of the estuary.

All three lifeboats worked steadily at checking the upturned and sinking boats, taking off people up to a mile-and-a-half out to sea.

Three people were landed by the Atlantic at Leigh, before she returned to the rapidly expanding search area.

Several craft had to be checked to ensure that no one was trapped under them, and the situation was aggravated by the fact that conditions were so bad and the number of casualties so great that it was impossible to retrieve them. As a result a steady flow of reports from people ashore and other shipping meant that some dinghies had to be checked and re-checked. The lifeboats found that they were being tasked to the same upturned vessel several times.

By now the wind was so strong that the windage of the centreplates of some of the dinghies was enough to flip them partially upright, the wind then getting under the sails and righting them before capsizing them again.

In this kind of weather all three lifeboats had great difficulty getting alongside some of the dinghies.

Eventually all three boats were stood down, having rescued a total of six people – but just after they were all rehoused at around 1500 came another call from the Coastguard. The report was of a person possibly clinging to an upturned boat about three-quarters of a mile offshore further down the estuary. There were also more reports from shipping about abandoned boats drifting out to sea.

The Atlantic and the inshore D class launched again, the Atlantic first checking out the reported person but established that the boat was unoccupied. To avoid further reports of drifting boats the Atlantic and the D – with the assistance of Sheerness's all-weather boat, recently released from another service – managed to sort out and bring back a total of six dinghies. These were all casualties from the morning race, and with all boats now accounted for there were no further reports coming in.

The two lifeboats finally returned to their stations at 1740, the return of service noting that 'the crews were somewhat weary by then...'

### Hoax caller wastes lifeboats' time

Lifeboat crews never mind being called out to a false alarm with good intent, but they are less happy about hoax calls. Fortunately hoaxes are relatively rare but they can put crews' lives at risk and also tie up the emergency services when they could be needed for genuine emergencies.

Blyth's inshore and all-weather lifeboats were the victim of one such hoax on 3 February this year when they were at sea for two hours in winter weather, darkness and a Force 5 wind after two children were reportedly being swept out to sea about three-quarters of a mile to the south of the station. An RAF helicopter and the Northumbria police helicopter were called, police officers and Coastguards searched the shore and an ambulance also stood by.

However this time the call was quite quickly identified as a hoax, and a teenager was arrested by the police near the phone box from which the 999 call had been made.

The same man was later charged with causing a public nuisance by making calls to different emergency services on five separate occasions. He was remanded in custody.



## Brighton's Atlantic saves two from pier

A service with chilling echoes of the Silver medal service carried out by the same station nearly four years ago Brighton's Atlantic 75 *Thelma Glossop* rescued two people from under Brighton pier last September.

The service earned all three crew members letters of thanks, helmsman Stanley Todd from the Director and crew members Binny McColl and Pheonix George from the Chief of Operations.

A Force 7 was blowing on to the beach from the south east at Brighton on 30 September last year when the Coastguard alerted the station to the plight of the two men at 1440.

Sea conditions were very rough, with waves up to 13ft high as the Atlantic left the shelter of her marina base. The pier is only just over a mile from the station and the Atlantic reached the scene in some three minutes.

There she found one man in a lifebelt clinging to the windward side of the pier and another, who had gone down to help, trapped about 12ft above him.

Bringing the Atlantic as close as they dared in the heavy seas the crew threw the first man a quoit, which he was able to put his arm through allowing him to be pulled clear.

The lifeboat backed away as the casualty was brought aboard and made ready for the next approach.

Helmsman Stanley Todd eased the Atlantic back under the pier again, well aware of the numerous underwater obstructions. With her bow actually underneath the structure the crew

underwater  
obstructions  
and a  
Force 7  
onshore  
wind



encouraged the second man to jump into the lifeboat.

The bow was rising and falling by more than 10ft and the crew signalled to the man to jump when it was at its highest.

He hesitated, and then jumped as the bow fell away - dropping some 8ft onto the deck before falling forward on to the anchor reel. The gash inflicted on his forehead later needed stitches.

However both men were now safely aboard and the Atlantic was able to retreat from the dangerous conditions close to the pier and make her way back upwind to the lifeboat station - at reduced speed because of the wind and sea conditions.

Although she was only at sea for some 20 minutes the rescue was very difficult one, only made possible by the skill and training of the crew.

## Severe Weather Hits Yacht

Blyth's all-weather lifeboat, one of the victims of the hoax call on the previous page, is pictured towing a yacht to safety on 17 October last year after she had fallen foul of suddenly deteriorating weather. The yacht was only a few miles to the

south of the harbour,  
but with winds of

35 knots gusting to 50, rough seas and a heavy swell she was in danger of being swept ashore.

The lifeboat took her in tow, brought her back through heavy seas - the size of which can be seen from the breakers in the photograph - and returned her safely to her marina berth just under an hour after leaving her mooring.



Photo Pete Bentley



## Animal Magic...

There's nothing in the RNLI's Charter which says that the lives it saves must be human ones – and indeed there is always a regular trickle of services which involve animals of one sort or another.

Three came to light recently with touching and humorous slants...

### Woolly Jumpers

No one is too sure why 13 sheep ended up on the cliffs just outside Fowey on 15 March this year, but a service to stand-by while a Coastguard cliff rescue team tried to extricate them ended up with some unusual 'survivors' in the station's D class!

Three sheep had been lifted to the top by the cliff rescue team, but the other ten were further down and would have to go out by lifeboat... after being lowered to sea level in a large bag.

Despite poor visibility the inflatable landed on the beach and the animals were duly returned to a very grateful farmer - slightly scratched by their initial fall but otherwise unharmed.

There remained one problem to deal with. Sheep are not seagoing animals and can become very frightened in a small inflatable – nevertheless 30 minutes after her arrival the lifeboat was clean enough to be declared ready for service again.



Photo: Nigel Bennetts

### Springing Spaniels

Anyone who has been on speaking terms with a very lively Springer Spaniel will hardly be surprised that a significant number of dog-and-lifeboat incidents seem to involve the breed... Including the one which made the national papers when Sheba, a year-old Springer, was more interested in the chase than looking where she was going while at the top of 250ft cliffs near Beachy Head.

Her horrified owners called the Coastguard to say she had fallen, and as Eastbourne's inshore lifeboat was on exercise with the all-weather lifeboat at the time she was able to reach the bottom of the cliff about 15 minutes after the call.

To the crews' great surprise they found a dog running around happily on the beach, and at first could not believe that this was the one they were searching for. Amazingly, it was.

It needed all three crew members on the beach, but eventually Sheba was caught, wrapped in blanket borrowed from the all-weather lifeboat and taken back to the lifeboat station to be re-united with her owners.

Sheba was checked over by a vet, and was found to be completely unharmed after her adventure.



Lifeboatman Paul Rogers holding a bedraggled but unhurt Sheba

### Hundreds of Lives Saved... probably

When Poole's Atlantic launched at 2050 on Easter Saturday this year the crew thought they were searching for red flares.

Instead, when they arrived at the scene in a dark and uninhabited corner of Poole Harbour, they found moving infra-red lights - and the sound of shotguns!

A substantial number of Easter Bunnies were seen diving for cover, and the lifeboat crew - very wisely - decided not to go ashore just yet!

The arrival of a rather official looking boat with a blue light - even if it was a little reluctant to come too close - evidently distracted the marksmen, and as their lights faded rapidly away the rabbit population headed for its burrows.

Crew member Anne Millman later attributed the Cause of Service to 'Rabbits in Distress'; the Prime Cause of Incident as 'Shotgun Held at Nose Point' and the Total Number of Survivors as 'lots', adding that there would have been hundreds more by the end of the shout...

Anne works at the Poole HQ spearheading the RNLI's youth promotion campaign and producing Storm Force News, so perhaps it's just as well that her younger readers won't hear her final remark: 'The crew won't be claiming salvage, but some rabbit pie wouldn't have gone amiss. Happy Easter!'



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# A year in the life of the RNLI...



The RNLI's anniversary year annual meetings were held at the Barbican on 27 May 1999.

As well as giving a review of another highly successful year Chairman David Acland was also able to announce a major step forward

for SEA Check, part of the RNLI's Sea Safety campaign.

Opening his morning report to the Institution's Governors the Chairman began by looking at some of the landmarks in the RNLI's 175-year history.

Appropriately enough the famous meeting on 4 March 1824 which marked the birth of the organisation had taken place in the City Tavern at Bishopsgate – not so very far from where today's meeting was being held 175 years later.

Could Sir William Hillary ever have ever believed, he asked, that 130,000 people would now owe their lives to the lifeboat service? Would he have envisaged an all-weather lifeboat venturing 20 miles off the wild southern Irish coast in darkness and 30ft seas to reach a stricken yacht barely an hour later? The Bronze medal service by Courtmacsherry's Trent class which was to be recognised that afternoon was nonetheless his legacy.

So too was the other Bronze medal to be presented, a daring rescue of two fishermen from the surf off Mablethorpe in a near gale. Perhaps these inshore circumstances would be more familiar to Sir William, mused the Chairman, although it was anyone's guess as to what he would have made of the lifeboat that was used, consisting substantially of air and rubber!

Sir William's faith in volunteers and voluntary funding had also been entirely vindicated. The RNLI has weathered every national political and economic upheaval by remaining a voluntary organisation. In the past two decades, it has not only ridden out every storm, but has thrived to the extent that it provides, and can sustain, a lifeboat service responsive to all modern needs and which is the envy of the world.

significantly reduce the number of emergencies at sea among recreational boat users.

'Ever since the RNLI began its Sea Safety initiative four years ago, we have been in dialogue with sea-users, reminding them how to take better care before and after setting out on the water. In that time we have gathered much information about the most common causes for calling out a lifeboat and also about sea-users' own behaviour and attitudes on minimising risks.'

A pilot scheme on the south coast last year, similar to one operated very successfully by the Canadian Coast Guard offering free safety equipment advice to boat owners just before they put to sea had been extremely encouraging and showed a clear case for extending the scheme.

## Major venture

SEA Check is a major new venture for the RNLI, involving 10 new full-time staff to co-ordinate the scheme and some 2,000 volunteers to operate it.

175 years of experience had shown that it was impossible to anticipate every accident at sea but if, for the carrying of a chart, an extra spark plug or even a pair of oars, a lifeboat's services are spared, then SEA Check will be working for lifeboat crews as well as for those they are there to save.

Lifeboats were called out 6,727 times during 1998, and saved 1,386 lives – a compelling reminder that the RNLI's future still lays as much in responding to as in preventing accidents. There were still places where more lifeboat cover is required, and Clovelly in north Devon and to Sligo Bay in the Republic of Ireland had both recently opened as Atlantic class stations.

Even with these additional inshore stations the RNLI had already reached the target it had set for the year 2000 – which was to equip half the Atlantic class stations with the 32-knot Atlantic 75. Ten of this class were completed in 1998.

Also on target was the building of Severns and Trents and 45 of these 25-knot, all-weather boats will be on station by the end of next year.

The effect of an ever-faster fleet could be measured by the growing proportion of casualties reached within 30

(below) The RNLI's President, HRH The Duke of Kent, accompanied by Chairman David Acland (right) visits the Sea Safety display at the Barbican. The announcement of the coast-wide launch of SEA Check was one of this year's main stories.








# 175 years of saving lives at sea

*A Gold and two Bronze! The press photocall for the 1999 Presentation was held the day before at Chelsea Flower Show, where the Gateshead Council/RNLI stand had just been awarded a Gold Medal. Bronze Medallists Dan O'Dwyer (left) and Tom Freeman (right) are pictured with Kevin Hills (centre left) and Steven Peareth of Gateshead Horticultural Department.*

minutes – which now stood at an unprecedented 91 per cent.

A new electronic paging system for all RNLI stations will be introduced this year which will improve call-out procedures and speed up further the launch of the lifeboat.

The experimental prototype of the 25-knot slipway-launched lifeboat is under construction in Plymouth and should be launched for trials early next year.

Already some stations with slipways are being prepared for this new design; Cromer, which required major refurbishment, now has a new slipway and boathouse able to take a 14m replacement for the current Tyne, and Barrow-in-Furness in Cumbria is undergoing similar work. Each of these projects costs around £3m – a sobering reminder that there is much more to operational capital expenditure than simply building new lifeboats.

However, thanks to the current healthy financial situation the Committee of Management feels that the RNLI should forge even further ahead in the development of rescue craft, and it has begun detailed assessment of a Swedish lifeboat design which has characteristics close to matching the specification drawn up for an all-weather, fast-response boat capable of 35 knots.

#### Co-operation

When the Swedes bring their design to the International Lifeboat Conference in Poole they will leave her in the UK and return to Sweden with a relief Trent for their own evaluation. This arrangement reflects the spirit of shared technology between members of the International Lifeboat Federation, and the RNLI has been given invaluable co-operation by a number of foreign sea rescue services in its quest for a new generation of fast all-weather and inshore lifeboats. This time next year the picture should be much clearer on the shape of the future fleet as we invest an increasing amount of resource in developing designs which meet the demand for greater power and speed.

Higher performance lifeboats are only justified if adequate resources are put into training the men and women who take them to sea. A tremendous amount is being done in this field already and the new post of Training Inspector has been created in each operational division.

There is a very good case for a centralised RNLI Search and Rescue College in Poole, built to handle our future training requirement, not only for crews but also for other skills needed to run one of the world's largest voluntary emergency services.

Other search and rescue organisations from the UK, Ireland and abroad might also benefit from this centre of excellence with the cause of saving life at sea served even more widely than at present. The feasibility of such a college will be investigated over

the next few months.

The RNLI may well be able to offer its expertise in other areas where lives are at risk. For example it is now looking to see if there is a need to extend lifeboat cover further inland. Tidal river estuaries have always posed launching problems for lifeboats but perhaps another way could be found to guarantee a 24-hour rescue service, even across mud-flats, if some type of hovercraft were employed.

#### Challenges

The Committee of Management does not intend to allow the RNLI to rest on the laurels of its first 175 years, there are some very important questions to answer about how the challenges which lie ahead are met, as well as continuing to provide a state-of-the-art lifeboat service.

This is was made possible by the continuing generosity of the RNLI's supporters, who met the entire £69m cost of the lifeboat service in 1998 and provided an additional £25m to invest for the challenges ahead.

Another higher than expected legacies income helped this excellent result, but because this is an unpredictable source it was reassuring that income from direct fundraising and investments matched the plan so closely.

One of the most reliable sources of funding is the annual subscriptions from members and Governors, which it had been agreed should be raised little and often rather than less frequently and by less palatable amounts.

#### Little and often

That was four years ago, so the Institution had strayed a bit from the 'often', although the Chairman hoped that the increase of £8 to a new annual rate of £58 still qualified as reasonably 'little'. The increase, from 1 January 2000, would compensate for what inflation has added to the cost of recruiting and servicing Governors over the period. The rate for a new Life Governor would rise from £1,000 to £1,200.

In closing the Chairman added that since the retirement of Brian Miles at the end of last year, the RNLI now had a new Director, Andrew Fremantle, to lead those who provide the back-up for the volunteers. Having spent eight years as head of the Scottish Ambulance Service, he came with a wealth of experience of running a modern emergency service.

'I know,' remarked Mr Acland, 'that he is as keen as I am to foster all the qualities that have sustained the lifeboat service so handsomely over the years while keeping a sharp eye on the way ahead. On behalf of all the Governors, welcome; I can assure you there is a crew here which will not let you down.'

A short question-and-answer session followed the Chairman's report, with questions from the floor dealt with by members of the Committee of Management and senior RNLI staff.

See following page  
for a report of the  
Annual  
Presentation of  
Awards







(left) Applause from the audience as the awards are presented

## The Annual Presentation of Awards

The afternoon's events began with the showing of a short film which had been specially compiled for the event and which illustrated the RNLI's work as it is today. Chairman David Acland remarked on the remarkable legacy which Sir William Hillary had left, in which his small organisation had grown into the one we see today which answered 6,727 calls for help in 1998 alone.

'I know,' he continued, 'that many of you here have been involved, one way or another, in celebrating our anniversary and in helping to bring the achievements of the RNLI to the attention of a wider audience. Ingenuity has, I know, run riot with concerts, sponsored events and big bashes organised in all corners of these Islands. Bashful would not, however, describe two of our lifeboat crews who have apparently been persuaded by their local branch to bare nearly all for a celebration calendar. Bravery medals are not on offer here - not even for those buying the calendar!'

Awareness of the RNLI's work was crucial, continued the Chairman, if the public were not to take the service for granted and forget that only their support can guarantee its future.

It was equally important, though, that the RNLI did not allow itself merely to rest on the laurels of its first 175 years, said Mr Acland, moving on to outline the plans of the lifeboat service to move forward which he had announced to the Governors during the morning's AGM.

He then moved on to welcome the two guests at the Presentation, broadcaster, journalist and member of the RNLI's Public Relations Committee Libby Purves and the Institution's President HRH The Duke of Kent.

The President addressed the meeting, remarking that it did not seem so very long ago that he had attended the 150th anniversary celebrations at Plymouth - held at a time when the RNLI was operating non-self-righting lifeboats, and words like satellite navigation and VHF direction finding were hardly used in connection with lifeboats. At that gathering the Rother was still represented and the latest technology was in the form of an early wood-hull Arun. At that time, he remarked, RNLI lifeboats launched 7 times a day - now it was 18 times a day.

The fundraisers of that time were being asked to raise £4m a year, about one-twentieth of the 1999 figure!

The Duke also remarked that when lifeboat crews looked

(Right) Guest speaker Libby Purves receives a basket of flowers as a token of appreciation



younger these days, it was because they are! A third of all those who take lifeboats to sea are still in their 20s or late teens, and the rigours of manning a high speed lifeboat required a much younger retirement age than before. They also demand an unprecedented level of specialised training and he found it admirable that volunteer RNLI crews were prepared to give up so much of their own time to acquire the necessary skills.

There were two excellent examples in the medal citations which were to follow of how modern lifeboats handled with expertise can perform feats of lifesaving which would have been hard to imagine in earlier decades. But what had been constant throughout the 175-year history of the RNLI was the courage of its crews and the total dedication of its supporters.

The people of the United Kingdom and Ireland had reason to be enormously grateful to the volunteers of the lifeboat service who had saved more than 130,000 lives since its foundation.

Following the President's address the RNLI's Director Andrew Freemantle read the citations for the two Bronze Medal awards for Gallantry - to Mablethorpe's Tom Freeman and Courtmacsherry's Dan O'Dwyer - and to the more than sixty fundraisers, voluntary station workers and supporters who were to be awarded Honorary Life Governorships, Bars to the Gold Medal or Gold Medals. The awardees were called individually on to the stage to receive their awards from the President.

When the Duke had finished presenting the awards, guest speaker Libby Purves was invited to address the audience.

As a small boat sailor herself Libby remarked that when on her travels it was always a relief to see the lifeboat moored up in the harbour. She said that the nation was glad to have the RNLI, was not ungrateful for its work, and did not treat it as a floating AA service adding, '...even miles inland Britain gives a smile when it sees the collection box.'

Libby spoke of her admiration of the crews' bravery which she described as, '...a strategic, well equipped bravery'. She said that the lifeboat men and women did not do their work for any reason other than to simply, '...go out and save strangers' lives' adding that, '...the people are the chief supporters of this work.'

Libby also told an amusing story of when she was house-to-house collecting some years ago in Kensington where one gentleman answered the door in his towel and looked terrified when he was invited to make a donation in return for a flag pin. Libby put him at ease by telling him, 'Don't worry - it's a sticky one!'

Finishing up, Libby spoke of her appreciation of the crews and supporters and said that it was nice to know that, '...patience and ingenuity have not perished and goodwill and co-operation have not perished.'

Following Libby's entertaining tales she was presented with a basket of flowers as a token of thanks and the Chairman, in closing the day's proceedings, announced the special 175th anniversary cake which was brought on stage for all to admire.



Helmsman Tom Freeman from Mablethorpe (left) and Coxswain Dan O'Dwyer from Courtmacsherry receive their Bronze medals from HRH The Duke of Kent

A full list of those receiving awards at the Annual Presentation of Awards can be found on page 33 of this issue of **The Lifeboat**.



  
175 years  
of saving lives at sea

# Birthday round up

The vast majority of supporters and readers of **The Lifeboat** will know by now that the RNLI celebrated its 175th anniversary on 4 March.

Each one of the 223 lifeboat stations in the UK and Republic of Ireland raised a special anniversary flag and fired a maroon or flare at 1005 which also signalled the start of the 'Birthday Bashes' – thousands of local events, which together with major regional occasions, enabled everyone to take part in the celebrations.

Here follows just a handful of the many events that were going on during the day...



**Cutting the cake** – (above) Frances Aldridge, Anniversary Project Manager, cuts the 175 cake at lifeboat headquarters in Poole to huge applause as staff celebrate with nibbles and a glass of champagne!



**Station celebrations** – (above) Hastings lifeboat crew members break out the 175 flag. Shown left to right: Timmy White, Coxswain Charlie Sharrod, Martin Phillips, Mechanic James Turreff, Trevor Piper and Sloane Hawley. (inset) Humber lifeboat crew fire their '175' maroons.



**Harbour launch** – Television's 'Harbour Lights' hearthrob Nick Berry (left) launched London Lifeboat Day at 1100am from the appropriate setting of London's 'harbour', St Katharine's Dock.

Nick was joined by the special 175 London taxi, which is painted to resemble a lifeboat, along with fundraising representatives and Stormy Stan, the RNLI's charismatic cartoon mascot.



## Virgin's 50K

Entrepreneur and adventurer, Richard Branson, helped get the RNLI's celebrations off to a flying start by donating £50,000 towards a new lifeboat.

Richard, of the Virgin Group, said, 'A few weeks ago Per Lindstrand, Steve Fossett and myself had our lives saved by rescue services in the Pacific and I felt it was appropriate to help kick off the RNLI 175th anniversary with a donation.'

## Three of a kind

West Kirby's D class, *Thomas Jefferson*, and Hoylake's Mersey, *Lady of Hilbre*, joined New Brighton's Atlantic, *Rock Light*, and sailed in formation past The Magazines, site of the earliest RNLI station on the Wirral and also where the anniversary standard flew following the firing of maroons.

The three lifeboats were put through their paces for the media and the assembled public which resulted in some superb TV and newspaper coverage.



## Branching out



Thousands of hard working branches and guilds not only celebrated the anniversary on the day but also used the opportunity to raise some cash.

Just one example was at Christchurch in Dorset where four local branches clubbed together and organised a sponsored 'lifeboat pull' through Christchurch High Street which raised over £1,000.



# Brighton's

1  
7  
5



RNLI lifeboats have been operating from Brighton for 175 years.

**Jon Jones** finds out how things have changed there over that time...



**Safe as houses** (above)  
– Brighton's unique 'floating home' which houses the station's Atlantic 75 lifeboat, Thelma Glossop.

It is true to say that over the years the RNLI, as it celebrates its 175th anniversary, has seen some pretty major changes. If he were around today Sir William Hillary, the Institution's founder, would be amazed and perhaps, a little bewildered by current lifeboat technology but he would also be delighted to see the Institution has maintained a steady course and not lost sight of

its tradition, volunteer spirit and one true purpose – to save lives at sea.

There have been many new lifeboat stations since the Institution's inception and today the RNLI is 223 stations strong. However, there were stations which began life before Sir William's 'Appeal to the Nation' and indeed, some stations opened up the same time. One such RNLI station started up at Brighton in 1824 – so I went along to see how things had changed there over the years.

After negotiating many busy and confusing traffic systems in the centre of town, I found myself on Brighton seafront between its two famous piers. Walking down the steps onto the beach I was suddenly blasted by rain and wind and could see the waves smashing under the Palace Pier. I walked along to some Victorian stone archways which were set into the seafront wall and led back under the main coastal road.

One archway was surrounded by old fishing vessels and memorabilia on display and was home to the local fishing museum which was bustling with children on a school visit. Another, slightly more indistinct, doorway had all the signs of being a lifeboat station in days gone by. As I made my way to the current station I was left with an image of bearded, ruddy-cheeked old lifeboatmen in cork lifejackets struggling with their pulling and sailing lifeboat across the beach.

## Boathouse

In stark contrast to the 'olden days' Brighton's Atlantic 75 lifeboat lives in a floating boathouse together with a temporary crewroom at the end of a jetty in a bustling marina. As well as providing moorings for expensive looking yachts, Brighton marina also boasts chic apartments, boutiques, cafes, bars, restaurants (including a well known fast-food franchise) and even a cinema and bowling complex.

Having been battered by wind and rain from my short walk to the station I was warmly greeted by Crew Member Mik Bjarkoy. Mik, a paramedic, had not long finished his shift from the previous night and could hardly wait to get some coffee and a snack inside him. 'If I make myself stay awake now, I'll be able to get some



**Battered by rough seas** (left) – Brighton's Palace Pier is commonplace for many lifeboat rescues.





sleep later,' he remarked. I asked him how different the lifestyle of the Brighton lifeboatman would have been when the station first opened. 'Back then the crew would have consisted entirely of fishermen,' he explained, 'today our crew members have a wide variety of professions.' (a jeweller, a fire fighter, a nurse, a public relations officer and a trading standards officer to name but a few) Mik also pointed out that there were some females on the crew – this would have been unheard of in the good old, bad old days!

## Recruits

We were soon joined by Crew Member Tony Parsons and Helmsman Richard Pearce who had also managed to take some time out from their busy schedules. Tony's work had recently taken him abroad for a year and he had only just returned to the fold. 'Sometimes we get new recruits who only have chance to complete their initial training before their work whisks them out of the area, and these days it can be hard work recruiting them in the first place,' added Mik. 'Word of mouth doesn't always work, sometimes we have to advertise in the local paper.'

Asking Richard about the various boat-houses at Brighton I learned there had been many over the years. When the RNLI's first placed a lifeboat at Brighton, a cave in the cliffs near Chain Pier was adapted as a boathouse. 'It would have probably taken them up to an hour to launch the lifeboat then,' he said with a grin, 'apparently the horses used to launch her were owned by the local brewery and payment had to be handed over before they were allowed to go anywhere!' I did wonder if 'payment' was a synonym for 'unpaid bar tab' but I thought it best not to ask.

'We're in a good position here,' he said. 'There are plans for a new crew room in the near future, but we are happy with our floating boathouse – it means we keep our launch times to an average of 7 minutes.'



## Casualties

Richard also spoke about how the type of casualties had changed over the years, 'Once upon a time the casualties would have mostly been merchant and naval vessels – the majority of calls we get now are to pleasure craft, chartered diving vessels and people trapped under the pier.' Following the huge increase in people taking to the water for pleasure in the 60s, Brighton has been operating inshore lifeboats and today has an Atlantic 75, capable of 32 knots. 'We do

get a lot of resuscitation jobs,' added Mik. 'The speed of our boat, combined with the latest communications and our strict training programmes, means we are able to save so many people who, years ago, simply would have been lost.'

## Media

Following our chat and a chance to look through the station's meticulously kept scrap-books it was time for Tony and Richard to get back to work – and Mik to get some rest.

Before they left, I asked if they would mind me taking a couple of pictures. I was promptly led down the corridor where the lifeboatmen kitted up in their wet weather gear. It suddenly occurred to me that this

was another aspect of a lifeboatman's job that was so different from years ago. I was reminded of all the media attention that Richard and the crew received following their Silver Medal winning rescue in 1995 – a seemingly endless wave of photographers, journalists and television cameramen. 'I'm sorry guys, I bet you're fed up with having to put all this gear on for the media all the time.' Still, they didn't seem to mind too much...

Getting ready to leave, I glanced out of the window to be greeted by sight of the waves leaping over the top of the harbour wall. 'It's a bit rough today, I exclaimed, 'if it's like this inside the harbour, what's it like outside?'

'Rough? No, it's not a bad day actually,' came the reply.

'Yeah, and we're on exercise tonight,' Tony added.

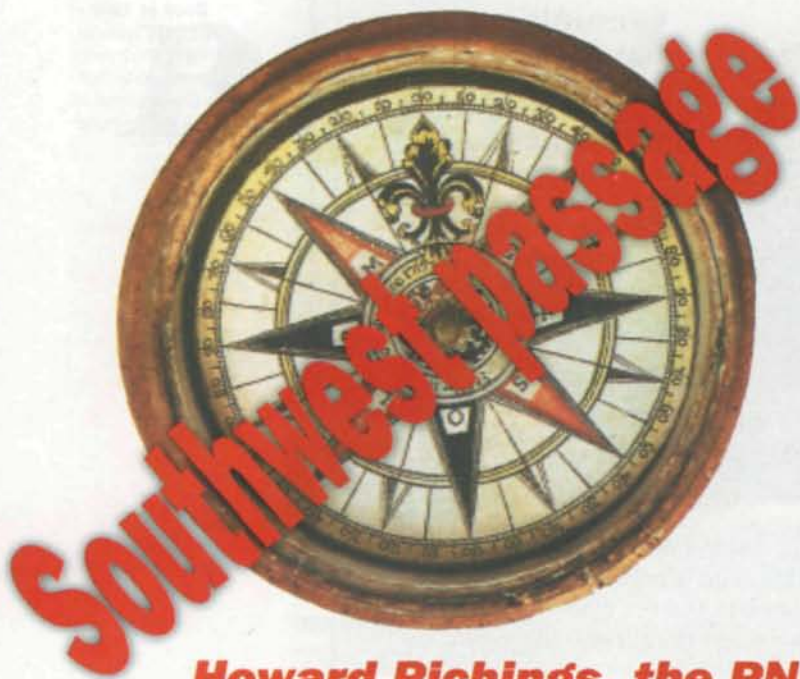
We shook hands and as I walked up the windswept jetty back to my car, I thought myself lucky that I didn't have to go out there with them that evening.



**Camera ready (above)** – Mik, Tony and Richard are used to getting their kit on for the cameras.

**Row your boat (left)** – launch of Brighton lifeboat, William Wallis, in 1929





Salcombe - an archetypal West Country estuary

## **Howard Richings, the RNLI's Shoreworks Manager continues his voyage around the coast – here he looks at the stations from Exmouth to Fowey**

**W**ith the RNLI's 175th anniversary celebrations under way and the editor's insistence that we took a glance back over the history of boathouse design in the previous issue of **The Lifeboat** we have had a longer than planned stopover in Lyme Regis.

While waiting for the sea mist to clear and for the wreckage of a small helicopter to be winched out of the harbour (a service which made headline news and from which the two occupants fortunately emerged unscathed) a quick review of some recent notable shoreworks events seems in order:

Cromer's new slipway station became fully operational on 4 March (just a coincidence that it was the RNLI's 175th birthday!) Planning permissions have been granted for new shore facilities and boathouses at Brighton, Kyle of Lochalsh, Beaumaris and Whitstable; and work is well under way at Barrow in Furness, Dun Laoghaire and Montrose. Helvick Head in the Republic of Ireland saw the completion of its new inshore lifeboat boathouse and plans are well advanced

for many more projects some of which will be visited on future parts of this millennium circumnavigation. (Author's note: I'm a purist - the new millennium does not begin until 1 January 2001 and the extra year will be most useful!)

Leaving the Cobb astern we sail west heading into Devon and passing by the non-lifeboat towns of Seaton and Sidmouth before arriving at **Exmouth**. Hopefully, before long we shall be looking back and reporting that the long awaited new facilities are under construction. For the moment the station must await the outcome of current redevelopment plans for the harbour area before the station can be provided with modern shore and berthing facilities for its all-weather lifeboat.

The station's D class lifeboat has the distinction of being housed in one of the oldest remaining operational boathouses. Built in 1903 it is must for any visitor, not only does it house the lifeboat but also an excellent souvenir shop and display area with models and interesting exhibits and memorabilia.

While as yet there are no new shoreworks to report a renovation job of a different kind was undertaken during the winter. It is a long story worth a separate telling - but suffice to say that one of the station's prized and much-loved exhibits - a Victorian animated rescue scene depicting survivors being winched to safety from a foundering vessel complete with lightening bolts - had ceased to work. A retired engineer agreed to look into the ancient workings of cogs, bicycle chains and lethal electrics and to try and effect a repair - at no cost! The exhibit is now back in place and once again enticing children to part with their parents' money.

Continuing south-westwards we follow the

*Teignmouth is one of several stations re-opened over the last decade to meet the demand for greater lifeboat cover. The station was closed in 1940 and when it was reopened in 1990 the old boathouse was rebuilt and renovated.*







railway line on its exposed route from Dawlish into **Teignmouth**. Extensive renovation works on the old boathouse were undertaken in 1990/91. This is one of a number of stations which have been reopened during the last decade to meet the growing demand for improved cover, there are currently 223 operational lifeboat stations compared with 196 in 1989. Teignmouth was closed in 1940 and re-opened in 1990, and a pleasing aspect of this expansion has been the opportunity to restore a number of interesting and attractive buildings such as that at Teignmouth.

After navigating the ever-changing sandbanks in the estuary of the river Teign we are soon in sight of the famous Torquay sea front, already busy with early season tourists enjoying the excellent early May Bank holiday sunshine.

**Torbay's** Arun class lifeboat lies afloat in Brixham's outer harbour and work should soon start on providing a new piled mooring at this busy fishing and pleasure port. New crew facilities were built in 1990, this being one of the first stations to be modernised under the current programme.

Our course now runs south passing the beautiful Dart estuary and Dartmouth itself with its long naval history. After a choppy 90° turn around Start Point the calm and tranquil waters of **Salcombe** are welcome. In January 1992 work started on a 6 month project to renovate Unity Buildings on the harbour front to provide modern shore facilities for



(Above left) Torbay's new crew facilities in the south eastern corner of Brixham harbour. The station's Arun lies to a mooring in front of the building. (Above right) The renovated Unity Buildings are the home for Salcombe's crew and a new museum. The top floor is the RNLI's only holiday flat!

the crew of the station's Tyne class lifeboat - one of the few of this class kept afloat. The shallow draft of the Tyne and her fully protected propellers being useful attributes when crossing the infamous 'bar' at the mouth of the estuary.

Originally it had been intended that this three storey listed building would provide accommodation for the lifeboat museum and crew facilities on the ground and first floors with HM Coastguard leasing the top floor.

As with the best laid plans this did not work out as anticipated, as HMCG had a change of heart! The top floor was left as a residential apartment, and is the RNLI's only holiday home. With an unimpeded harbour view from the lounge this flat is let commercially on behalf of the RNLI - an excellent place for a break any time of the year and very

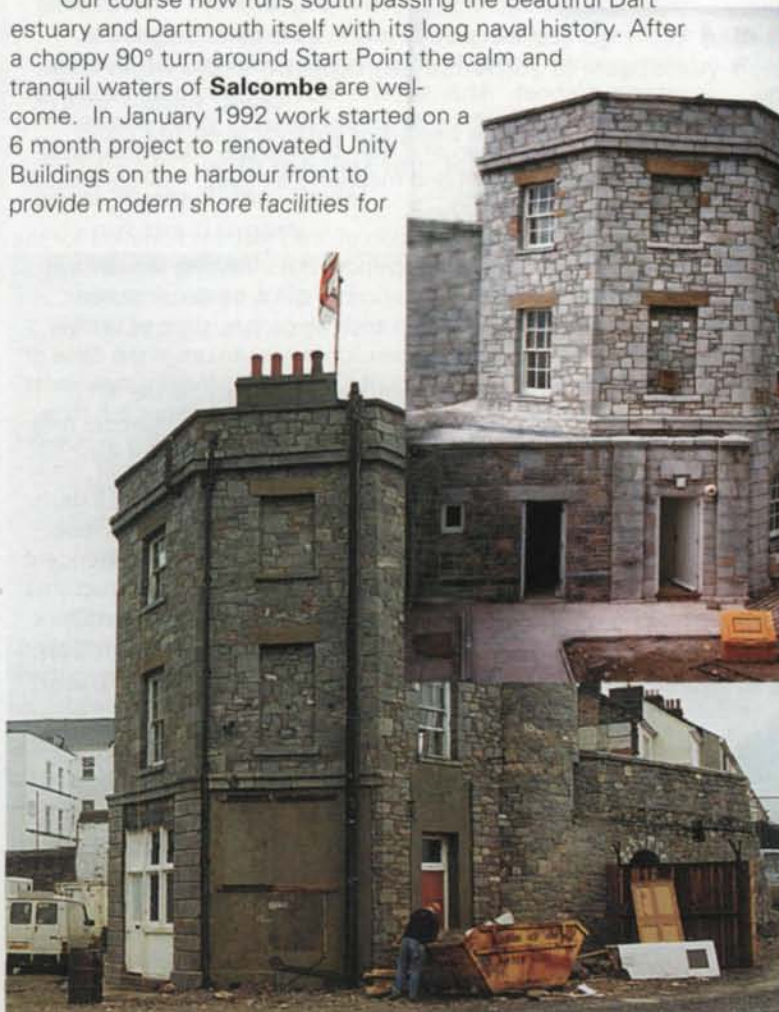
handy for visiting the interesting and well presented lifeboat museum on the ground floor. Coastal Country Cottages, on (01548) 843773 can provide further details.

Television viewers will remember the BBC fly-on-the-wall documentary series which followed the lives of the Salcombe crew over a period of several months. This was filmed whilst the renovation works were in progress and it remains a mystery how the series managed to avoid showing a single scaffold pole or, as far as I can recall, making any mention of the project.

Future plans for Salcombe include the addition of an Atlantic 75, in anticipation of which an adjacent site was recently obtained on which a boathouse will be constructed in due course. Consideration is also being given to providing an alongside pontoon berth for the all-weather lifeboat, although obtaining consent for the necessary dredging may be difficult.

Geographically Salcombe is probably the nearest mainland town to the Channel Islands and setting a southerly course and keeping a keen lookout for super tankers and the myriad of commercial and pleasure craft entering and leaving the English Channel we head for Guernsey and **St Peter Port**.

*Plymouth's Round House presented unique problems when it was converted into the RNLI's base in Plymouth in 1993. The listed building dates from the early 19th century and the before-and-after photographs show how the building has been transformed - and the amount of work required.*







## Exmouth to Fowey

continued

Here after several years of waiting and negotiation the station finally got its much needed modern facilities in 1996, when the RNLI acquired premises vacated by the port authority. These were modified and refitted to provide shore facilities for the all-weather lifeboat which lies afloat in the harbour.

**St Catherine** on Jersey was an earlier beneficiary of the modernisation programme with major renovation works on an existing boathouse providing facilities for the station's Atlantic in 1990.

The **St Helier** crew had put up with less than ideal conditions for many years but, as befits one of the busiest key stations, all was put right in 1993 with the opening of the station's new, locally-designed, purpose-built shore facility.

Before bidding *au revoir* to the balmy breezes of the southern most reaches of the RNLI's operational area we call into **Alderney** to enjoy the tranquillity of Guernsey's smaller neighbour where life proceeds at a much more leisurely pace. Unlike its three sister stations Alderney has not had any major works undertaken in recent years although, in common with many of the RNLI's remoter locations, getting minor works done can at times be time consuming and frustrating, for although most people would see a trip to one of these sites as a holiday contractors' priorities are different!

Being the owner of a listed building can be a mixed blessing, bringing as it does planning restrictions and statutory upkeep and maintenance responsibilities.

Not content with the several existing RNLI lifeboat houses that have been listed the Institution purchased the early 19th century Round House adjacent to Millbay Marina in **Plymouth** to provide a new permanent home for the crew of the afloat all-weather lifeboat, and renovation of the three storey masonry building took place in 1994.

The priorities of the original designers and builders were different from those of today. The building stands exposed to the south-westerly storms and keeping the water from penetrating the single skin of limestone masonry without breaching the listed building restrictions proved a headache which had the telephone wires burning on a number of occasions.

Sailing on west of the Tamar brings us into Cornwall where our first port of call is **Looe**. The estuary divides the town into two and it was in East Looe that the RNLI reopened an inshore lifeboat station in 1992. In common with

many other picturesque seaside towns  
nestling in the narrow  
estuaries



of the southwest peninsular space is at a premium in Looe. Initially the D class lifeboat operated out of the old boathouse, but this was only available for a limited period and the search for a permanent home became increasingly desperate. The final solution should be a salutary warning to all RNLI station honorary secretaries – the Institution acquired his ideally situated house and converted it into a boathouse! Work was completed in 1997.

The search for a site was hardly less problematical in **Fowey**. This delightful town has hardly any flat waterfront areas with narrow streets rising steeply up from the sea. Arriving by sea must be the preferred option in the summer when the seasonal migration of 'grockles' fills the car parks, pubs and restaurants.

The old slipway station was no longer adequate or convenient for the afloat all-weather boat and the D class inshore lifeboat. After several false starts negotiations with the local harbour commissioners resulted in the acquisition a site and construction of a new boathouse, shore facility, D class launching davit and mechanic's house – all completed in 1998.

The old slipway station was no longer adequate or convenient for the afloat all-weather boat and the D class inshore lifeboat. After several false starts negotiations with the local harbour commissioners resulted in the acquisition a site and construction of a new boathouse, shore facility, D class launching davit and mechanic's house – all completed in 1998.

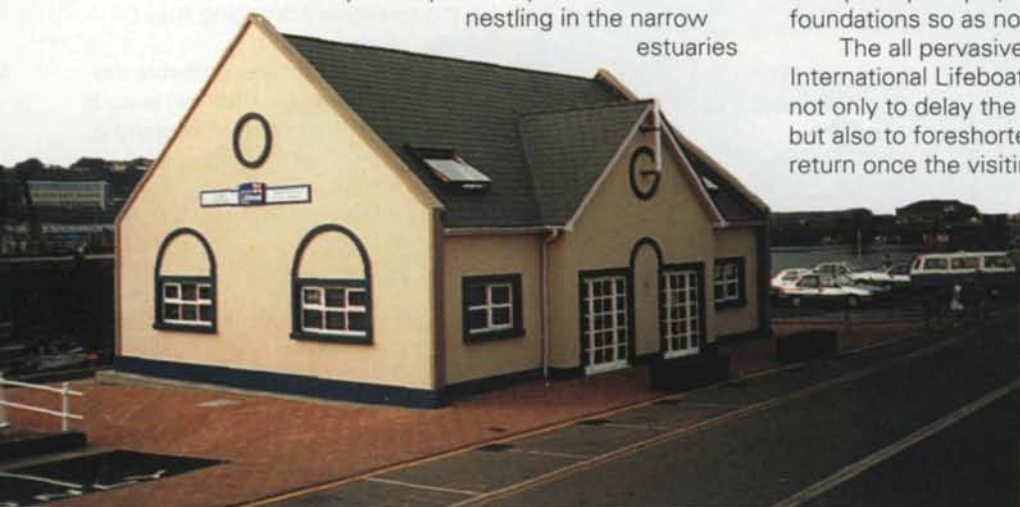
In the past the provision of 'tied' accommodation for the lifeboat mechanic was common, but changing times have lead to a reduction in the number of 'cottage properties' provided by the Institution and the construction of a new one is unusual. It is only considered when, as in the case of Fowey, suitable housing is at a premium. Where they exist such properties are now rented to the incumbent but their existence ensures that lack of appropriate housing in does not hinder the appointment of this key crew member.

As at Looe, Fowey's D class is launched from a davit mounted on top of an old masonry quay. The davits look deceptively simple, but most sit on substantial independent foundations so as not to risk damage to old quay structures.

The all pervasive 175th anniversary and the coincident International Lifeboat Federation conference have conspired not only to delay the start of this leg of the circumnavigation but also to foreshorten it. We shall lay up in Fowey and return once the visiting flotilla has departed after the festivities on 23 June in Poole Harbour.

(Top) Flat, harbourside land is at a premium in Fowey, but the site eventually acquired for the 1997-built building is ideal.

(Left) St Helier finally acquired up-to-date premises in 1993 when this locally-designed, purpose-built building was completed.







# 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.

With the International Lifeboat Conference under way in Poole I thought our readers would like to see how the world's other lifeboat services work - and Eric and I decided to share it with readers of *The Lifeboat*

Turn to the centre pages ...



## 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



## Get Splashed and stay safe...

Two colourful characters have joined the RNLI's campaign to keep young people informed about the work of the lifeboats and to help them stay safe in and around the water.

Jet (right) and Drip, two Water Safety Sprites, help children aged eight work through the activities in a specially-designed Water Safety pack.

Each set of activities is based around the letters in the word '**SPLASHED**' with the first four letters highlighting the four-point Water Safety Code:

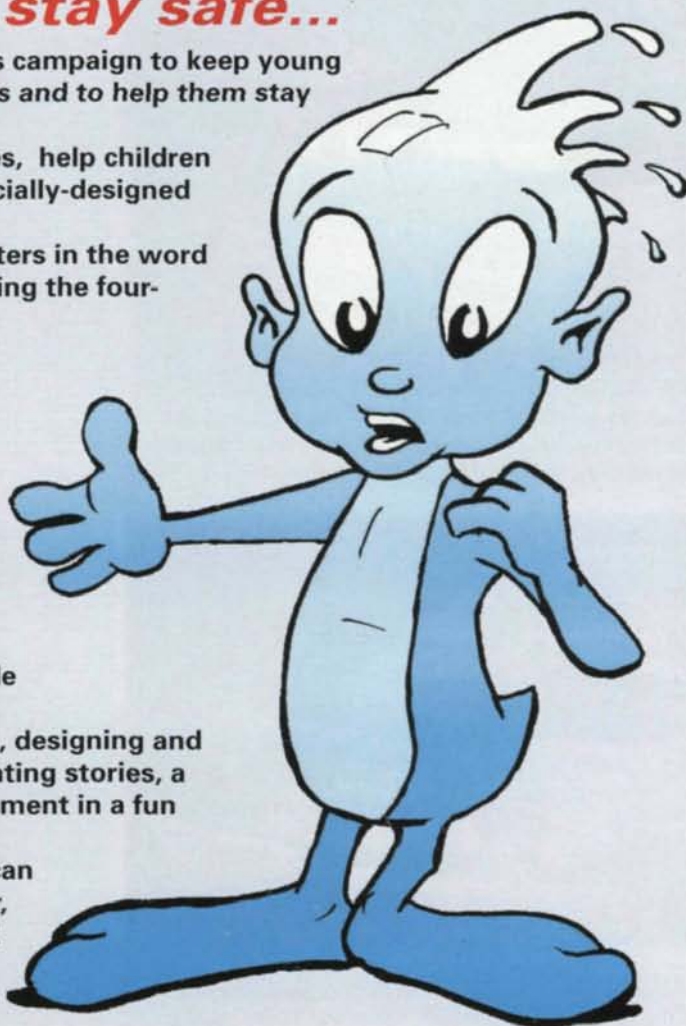
- S**pot the dangers
- P**ick up advice
- L**earn how to help
- A**lways go out together - don't go alone

The other four letters help them remember the code:

- S**ea sense
- H**ave fun
- E**mergency
- D**on't forget the four-point Water Safety Code

The different activities include word squares, designing and making things, emergency code messages, creating stories, a board game and even carrying out a risk assessment in a fun way.

**Get Splashed** is completely free and copies can be ordered from the Youth Promotion Manager, RNLI, West Quay Road, Poole, Dorset BH15 1HZ - or phone (01202) 663000, fax (01202) 663167 or email [info@rnli.org.uk](mailto:info@rnli.org.uk)





# WHERE IN THE WORLD?

The RNLI is a story of ordinary people doing extraordinary things. Our lifeboats are crewed by over 4,000 highly trained volunteers and all the money is raised from donations and gifts, including many legacies. An army of volunteer fundraisers helps to raise money from many events and the RNLI receives no government support.

Is there anywhere else in the world where there is a lifeboat service run like the RNLI?

In over 40 countries in the world there are search and rescue services that exist to save lives at sea. They can be found in places as far afield as Argentina to Australia, Belgium to Bermuda, China to Chile, Iceland to India, Norway to Namibia, Greece to Guatemala, Poland to Peru and Uruguay to the USA.

Their names range from the National Sea Rescue Institute of South Africa to Kiyi Emniyeti ve Gemi Kurtarma Islemeleri Genel Mudurlugu (in Turkey).

## International Lifeboat Federation



Today, 41 countries form the International Lifeboat Federation. These countries exchange information on such things as search and rescue techniques and engineering and construction methods. Many lessons can be shared and learned from each other - all with the aim of saving lives.



International Lifeboat Federation  
Members



# Where

After the RNLI, the Netherlands has the oldest lifeboat service. Set up in November 1824, eight months after the RNLI, they too celebrate their 175th Anniversary in 1999. Volunteers crew their lifeboats and money is raised by volunteer fundraisers as well.



Finland

## Crews and funding

Many other lifeboat services have volunteer crew members, including France, Finland and South Africa. There are also some countries with full time lifeboat crews and Norway and Germany even have lifeboat crews who live on board the lifeboats.



Germany

Some international lifeboat services fund their organisations in the same way as the RNLI and are entirely voluntary. These include Germany, Sweden, Switzerland (even though they have no sea!) and the Netherlands. Others are part state-backed and part voluntary while others, like the US Coast Guard form part of a larger government organisation.

## More than just a rescue service

Belgium, Denmark, Greece, Italy, Portugal and Poland are examples of European countries whose lifeboats are provided by government organisations but they also have other roles. Denmark's lifeboats, for instance, form part of the Royal Danish Department of Navigation and Hydrography and are designed to double up as pilot boats.



U.S. Coast Guard

The US Coast Guard also fulfils many roles which range from search and rescue to coastal patrol, law enforcement and environmental protection in US waters. Canada, with its vast expanses of frozen waste means that their fleet of rescue craft includes ice-breakers, hovercraft, helicopters and fixed wing aircraft.

## New for old...



Quite often the international countries exchange ideas, designs and even boats. In 1967 the first Fast Afloat Boat (FAB), the Waveney class, was introduced into the RNLI fleet. This was based on a US Coast Guard design and was part of the RNLI

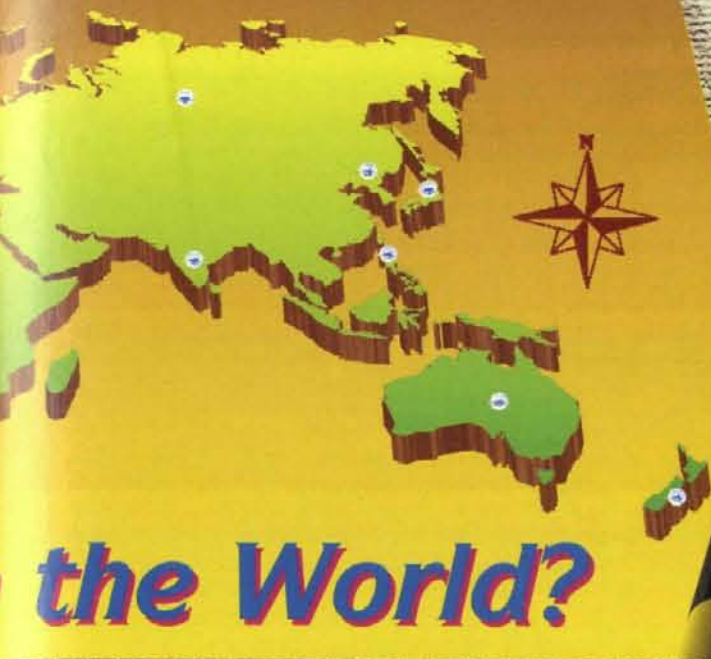
fleet for over 20 years. Many of the RNLI's lifeboats are also used by other countries. Iceland has recently bought an Arun class and several Atlantic 21 lifeboats. New Zealand, South Africa and Uruguay all operate Waveney class lifeboats and there are ex-RNLI lifeboats in Chile too.



Uruguay



# International Lifeboat Federation List of Members



## the World?

### AFRICA

Morocco  
Namibia  
South Africa

### ASIA

China  
Hong Kong  
India  
Japan  
Russia  
Turkey

### AUSTRALASIA

Australia  
New Zealand

### NORTH & CENTRAL AMERICA

Bahamas  
Bermuda  
British Virgin Islands  
Canada  
Guatemala  
Netherlands Antilles  
Turks & Caicos Islands  
USA

### EUROPE

Belgium  
Bulgaria  
Denmark & Faroe Islands  
Estonia  
Finland & Aland Islands  
France  
Germany  
Greece  
Iceland  
Italy  
Netherlands  
Norway  
Poland  
Portugal  
Republic of Ireland  
Russia  
Spain  
Sweden  
Switzerland  
United Kingdom

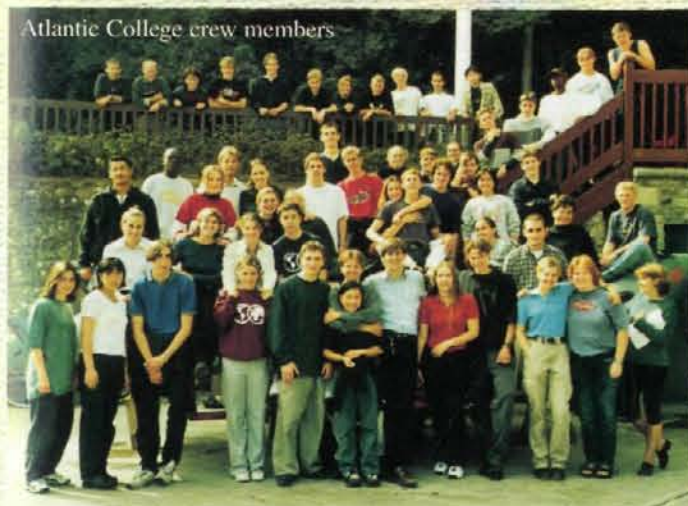
### SOUTH AMERICA

Argentina  
Chile  
Peru  
Uruguay



### Our international crew...

Atlantic College lifeboat station in Wales (below), although part of the RNLI, is part of the United World College and has many international crew members. In 1969, Elisabeth Hostvedt, from Norway became the first ever female lifeboat crew member when she joined the Atlantic College crew. Today, the lifeboat station has over 60 crew members, of which over 40 of them come from overseas countries.



### Our international friends...

We also have over 140 Storm Force members who live in far flung places of the world - New Zealand, Texas USA, Croatia, France, Australia, South Africa, Hong Kong, Switzerland, Sultanate of Oman, Phillipines and even the Falkland Islands - to name but a few. We'd love to hear from you so please write! Even our UK based Storm Force members find lifeboats on their travels - see page 71

### Close to home...

RNLI lifeboats occasionally meet up with our international crews, during a rescue, for exercises and even for naming ceremonies. Alderney lifeboat quite often works alongside the French lifeboats during a rescue. A recent 'Mayday' for a motor cruiser which was sinking meant they met up with the lifeboat from Cap La Hague. On their return from the rescue they were also just in time for an exercise with the French helicopter based at Cromwelle so they had a truly international day.

Ramsgate's lifeboat crew also met up with lifeboats from France and Belgium when they went to Dunkirk for the naming of a new 15m lifeboat. Lifeboats from Ostend, Nieuport, Gravelines, Calais and Dunkirk were there - a mini flotilla as the photograph shows.



### International Lifeboat Conference and Flotilla

June 1999 sees a major flotilla with nearly 50 lifeboats from many of our international neighbours coming to Poole in Dorset for the 18th International Lifeboat Conference. This spectacular flotilla will have lifeboats, both old and new, from the UK and Republic of Ireland and overseas, and this is likely to be one of the largest ever gatherings of lifeboats seen together at one time. So if you're able to, come and see us in Poole on 23 June 1999 for a superb day with the Band of the Royal Marines, a sail past of lifeboats, a superb flight display of the Red Arrows and fireworks in the evening. Definitely a sight never to be repeated, at least for many years.

### And just as they were about to go home...

An example of an international rescue reminds us to consider carefully how long we should continue to search. At Carolina Beach, USA, a report was received of four persons overdue from a fishing trip, approximately 23 miles offshore. They were eventually recovered, 38 miles offshore, hanging on to an anchor buoy and had to be treated for dehydration and extreme sunburn after 26 hours in the water.

Those of you who have seen *Thunderbirds* will know that they called themselves *International Rescue*. Isn't it nice to know that it actually exists!



# High Seas

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



Valentia is the RNLI's westernmost lifeboat station, situated on the rugged coast of Co. Kerry, in south west Ireland. The Severn class lifeboat lies afloat to the right of the 1996-built station in the main photograph – which looks westwards over The Dock – in the channel between Valentia Island and the small Beginnish Island.

The strength of the tidal stream in the channel can be seen in the photo below, with the lifeboat tugging at her mooring and with a visible wake caused by the stream running past her. Boarding the lifeboat can be rough going at times!



**Main photo (left)**

**Ref 671064**

**Detailed photo (below)**

**Ref 671073**

## Valentia – Ireland Division



Falmouth's new boathouse is unusual in that it is shared with HM Coastguard – which uses the left hand side of the building and launches its RIB from the left hand door seen in the close-up photograph. The partially-open right hand door opens on to the station's Atlantic, which launches from the slipway in front of the boathouse.

The general view shows the station's situation between the commercial docks and Pendennis Marina and is looking away to the west. The Arun shown alongside the pontoon berth has since been replaced by a Severn – the first production boat, 17-002 *The Will*

**Main photo (left) Ref 649252**

**Detailed photo (above) Ref 649261**

## Falmouth – South Division





Arbroath, on Scotland's east coast is home to a Mersey and a D class – the Mersey being one of the few of the class to be slipway launched. The main photo shows the approaches (looking towards the south east at about half-tide) with the station and slipway on the southern side of the Inner Dock.

In the close-up below, the smaller doors for the inshore lifeboat can be seen to the right of the main slipway doors – both lifeboats use the same slip.

**Main photo (left) Ref 641572**

**Detailed photo (below) Ref 641580**



## Arbroath – Scotland Division



Flamborough's wide-open fetch into the North Sea is evident from the main photo, which looks roughly north-east up the Yorkshire coast. The boathouse for the station's Atlantic is a recent building at South Landing, one of a pair of small coves in the area. Before the arrival of the Atlantic the old carriage launched lifeboat was based in North Landing, just out of sight at the top of the photograph. The slipway leads to a steep, shingle beach on which onshore seas can break heavily.

**Main photo (left) Ref 646758**

**Detailed photo (above) Ref 646765**

## Flamborough – North 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.

For larger sizes contact Hunting Aerofilms. The area covered will be larger than the 'cropped' area shown here.

**When ordering please follow these instructions carefully:**

1. Send orders to: **Hunting Aerofilms at Gate Studios, Station Road, Borehamwood, Hertfordshire WD6 1EJ.**

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

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

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

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



# Bookshelf

## Lifeboat station histories

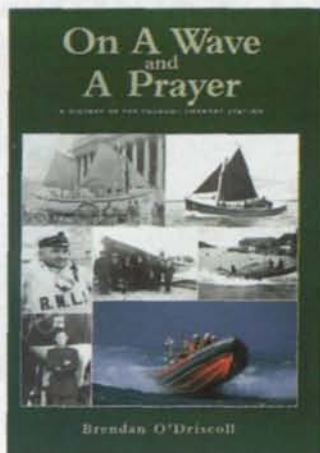
### On A Wave and A Prayer

A History of the Youghal Lifeboat Station by Brendan O'Driscoll published by the author at £19.50

The port of Youghal (pronounced 'Yawl') on Ireland's beautiful southern coastline has a fascinating maritime history, and since the establishment of a lifeboat station there in 1839 the history of port, town and lifeboat have been interwoven.

Local author Brendan O'Driscoll has put together an excellent account of lifeboat events in the town, providing a history which is not only factual but which is also eminently readable.

Beginning with the first independent station in 1839 Youghal's lifeboat



history moves through a succession of pulling and motor lifeboats before arriving at today's high speed Atlantic. Throughout the book a wealth of historic photographs – some 150 – shows not only the town's lifeboats but also some of the local shipping and casualties.

On A Wave and A Prayer is available from Brendan

O'Driscoll at 68 Dermot Hurley Estate, Youghal, Co Cork, Ireland for £19.50, plus £13.30 for postage and packing. All of the proceeds go to the RNLI, and so far some £6,500 has been raised.

Jeff Morris, the Honorary Archivist of the Lifeboat Enthusiasts Society has produced a raft of new publication and later editions which are referred to here and on the following page.

Space precludes a detailed review but all follow Jeff's meticulously researched card-cover A5 format and are now thoroughly up to date.

### The History of the Falmouth Lifeboats (first edition)

A new book covering this busy west country station's history from its foundation by the RNLI in 1867 through to the current, newly-built boathouse and state of the art Severn and Atlantic

class lifeboats. (Falmouth is also one of the stations in our High Seas feature on page 27 of this issue.)

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

Continued opposite ►

## Around the world in 80mins?

Sail Safari - the RNLI's London Round The World Boat Race  
Battersea Park. Saturday September 25 1999



This September, the RNLI brings the whole world to Battersea Park and we're looking for teams of four up-for-it boys and girls to get wet, get wild and get stupid in the maddest **Round The World Boat Race** ever staged. Just build your boat, get sponsored, turn up and have fun. And the money raised will help keep our lifeboat service afloat.

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### The History of the Seahouses Lifeboats

(second edition)

This volume updates the story of what was formerly North Sunderland lifeboat station, and under which title the first edition appeared.

The name was changed in April 1999 at the request of the station to avoid confusion – the lifeboat having actually been based in the port of Seahouses since the station was established more than 170 years ago!

In fact the name change came too late to be included in the body of the text – although there was time to change the cover and add a paragraph to the introduction.

### The History of the Aith Lifeboats

(Second edition)

Updating the history of this Shetland station, the most northerly of the RNLI's lifeboat stations.

This second edition takes in the change from the only steel-built Arun, *Snolda* (which had been at the station for 12 years) to the new Severn class.

*The History of Falmouth, Seahouses and Aith lifeboats are available from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB at £2.50 each including post and packing.*

### The Story of the Clacton-on-Sea Lifeboats

(Second edition)

Clacton's lifeboat stations have several claims to fame – the pier-head launching slipways being one, and the possibly apt conversion of an early lifeboat house into a pub being another!

This latest booklet updates the story of the lifeboats at this East Coast resort and now includes the arrival of the latest Atlantic 75 *Robert George Alexander* in 1998 to work with the station's D class inflatable.

Copies are available only from P. Edwards at 7 Bedford Road, Holland-on-Sea, Essex CO15 5LH at £3.50 each including post and packing.

### The Story of the Selsey Lifeboats

(Fifth edition)

The activities of the slipway-launched Tyne and D class inflatable at this South Coast station have necessitated the publication of a fifth edition of this fact-filled booklet – surely a recommendation in itself.

Now covering events up until late 1998 the latest edition of the book is available only from V. Littleboy at 71 East Beach Road, Selsey, West Sussex PO20 0ES at £3.50 including postage and packing.

### The Story of the Staithes and Runswick Lifeboats

(Fifth edition)  
Yet another of Jeff Morris' station histories which has been so popular that a fifth edition has been called for.

The Staithes and Runswick booklet is available only from D. Porritt at 5 Barras Square, Staithes, Near Saltburn, North Yorkshire TS13 5DF at £3.50 including postage and packing.



### Songs of the Sea

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# LIFEBOAT LEXICON

Continuing our occasional series explaining lifeboat terms and operations

## Awards for Gallantry

The RNLI has been making awards for gallantry since it was founded 175 years ago. In that time the system has evolved, both keeping pace with the changing pattern of services and advances in technology. Forms of recognition have also been added for services or actions which clearly warrant some form of acknowledgement and thanks but which do not qualify for gallantry medals.

There are no hard-and-fast criteria for gallantry awards, no fixed wind speed, sea height or length of service since conditions seen from a 16ft D class inflatable are rather different when aboard a 56ft Severn.

There are guidelines – under no less than ten different headings including weather conditions, seamanship and personal risk – but any lifeboat service which results in an award must also be examined by experienced seamen and RNLI staff and pass through a thorough investigation procedure before being agreed.

All Returns of Service – one for every single lifeboat launch – are scrutinised by the RNLI's Rescue Records section, themselves veterans of many an award investigation.

The station's Honorary Secretary may have suggested the service was out of the ordinary, or it might come under the guidelines for investigating, but either way the return goes to an Operational Staff Officer for his opinion.

From there the station's Divisional Inspector is asked to carry out a thorough investigation. He will interview as many of the crew as possible and anyone else who may have something to add – Coastguards, helicopter crews, members of the public, skippers of other vessels, in fact anyone who can help build up a picture of what happened.

His thorough, written report goes back to headquarters where it is again scrutinised by the Staff Officers, who compare the information and recommendations with previous service awards.

The Chief of Operations makes the recommendation to the RNLI's Director and it is finally approved by the RNLI's Executive Committee.

It becomes apparent that any RNLI award is richly deserved!

The highest award made by the RNLI is its Gold Medal for Gallantry, sometimes called 'the lifeboatman's VC'. A total of 120 have been awarded since 1824 but they are hardly common – the most recent was to Lerwick's coxswain Hewitt Clark in 1998, and the previous posthumously to Coxswain Trevelyan Richards following the Penlee disaster 17 years before. Gold medal services are at the very edge of survivable conditions and involve great bravery and risk.

The Silver Medal for Gallantry is awarded for services of slightly less severity than those for Golds, but are still infrequent events – perhaps once every five years on average. Conditions on a Silver Medal service would horrify most people and there is usually great risk to the crews' lives.

The Bronze medal is a little more frequent – and although one would expect three or so a year this is still a tiny percentage of the 6,000-odd annual 'shouts'. A Bronze Medal service would be a very arduous one,

possibly involve risk and great hardship or could be in recognition of superb boat handling skills.

The Thanks of The Institution Inscribed on Vellum (usually referred to as a 'Thanks on Vellum' or just a 'Vellum') is awarded for services which fall short of the criteria for Medal awards – but these will still be extremely arduous or dangerous rescues.

The Framed Chairman's Letter of Thanks (from the RNLI's Chairman) is another award for services or actions which are highly meritorious, but which fall short of Vellum or Medal awards. A Chairman's letter service will certainly have had elements which make it stand out from others in various ways and will have been difficult or dangerous at the very least.

There are two other ways of acknowledging particular services which are not officially 'Awards' and these are letters of appreciation from the Director or from the Chief of Operations. These will acknowledge a service which was particularly difficult, skilful or arduous but which does not qualify for an Award.



*The RNLI's Bronze, Silver and Gold medals share the same design. Service reports in **The Lifeboat** which result in a medal award are identified by this symbol.*



# Spotter's guide to lifeboats



Back by popular demand, *The Lifeboat* brings you the definitive guide to all operational RNLI lifeboat classes – starting this issue with the all-weather lifeboats...

## Severn



The Severn is the largest of the fleet and is designed to lie afloat. She carries a Y class inflatable which can be launched and recovered by a lightweight framework and winch, so that rescues can take place closer to the shore. The Severn shares the same hull shape as the Trent class and also has bilge keels to protect the propellers should the lifeboat take ground.

The first Severn went on station in Harwich, Essex in October 1996.

Length: 17m (55ft 9in)  
Beam: 5.9m (19.3ft)  
Displacement: 41 tonnes  
Speed: 25 knots  
Range: 250n. miles  
Crew: 6  
Construction: Fibre Reinforced Composite (FRC)

## Trent



The Trent class lifeboat is designed to lie afloat either at deep water moorings or at a berth. The sheerline sweeps down for ease of survivor recovery and the hull is of a 'hard chine' design. Propellers are fully protected by substantial bilge keels, enabling her to take the ground without damage.

The first production Trent went on station at Ramsgate, Kent in 1994.

Length: 14.26m (46ft 9in)  
Beam: 4.9m (16ft 1in)  
Displacement: 27.5 tonnes  
Speed: 25 knots  
Range: 250n. miles  
Crew: 6  
Construction: Fibre Reinforced Composite (FRC)



## Arun



The Arun class was the RNLI's first UK-designed 'fast' lifeboat. It is the RNLI's most numerous all-weather lifeboat and was introduced in 1971. The Arun has a prominent wheelhouse and upper steering position and carries a Y boat on top of the wheelhouse.

The last Arun was built in 1990. The earlier boats are gradually being replaced by Trent and Severn class lifeboats.

Length: 16-16.55m (52ft-54ft 4in)

Beam: 5.43m (17ft 9in)

Displacement: 25.25-32.25 tonnes

Speed: 18 knots

Range: 230n. miles

Crew: 6

Construction: Glass Reinforced Plastic (GRP) or steel (one boat)



## Mersey



The Mersey was the first 'fast' carriage-launched lifeboat, introduced in 1988. It was designed mainly to be launched from a carriage, but can also lie afloat or be slipway launched. Features include a slightly 'boxy' wheelhouse set well aft and a sheerline flattened towards the bow. Propellers are fully protected by partial tunnels and substantial bilge keels.

The last Mersey was built in 1993.

Length: 11.77m (38ft 7in)

Beam: 4m (13ft)

Displacement: 14 tonnes

Speed: 16 knots

Range: 140n. miles

Crew: 6

Construction: Aluminium or Fibre Reinforced Composite (FRC)



## Tyne



The Tyne was the first 'fast' slipway lifeboat and was introduced in 1982. It is the RNLI's main slipway lifeboat, but a number also lie afloat at moorings for specific operational reasons. At nearly 18 knots, it doubled the speed of earlier slipway boats. Features include low profile wheelhouse and separate cabin aft of upper steering position. It has a shallow conventional sheerline and flared bow above the waterline, with propellers protected by substantial bilge keels.

The last Tyne was built in 1990.

Length: 14.3m (47ft)

Beam: 4.48m (14ft 8in)

Displacement: approx 25.5 to 26.5 tonnes

Speed: 17.6 knots

Range: 240n. miles

Crew: 6

Construction: Steel





# Awards to voluntary workers at the 1999 Annual Presentation of Awards

## People and Places

Since the last Annual Presentation of Awards Meeting, the Committee of Management has awarded 3 Honorary Life Governorships, 10 Bar to Gold Badges and 55 Gold Badges. Each of the following entries states the dates of the first and latest positions held at a branch by the awardee. Awardees not attending the APA are shown with an asterisk.

### Honorary Life Governor

**Mrs Louisa Rigby\*** Silloth and District Branch: Vice President 1952 - 1959, Chairman 1959 to date

**Mr Sherwin Chase** Thurrock Branch: President/Chairman 1953 to date

**Mrs Anne Miles** Wife of retired Director Brian Miles and dedicated supporter of the RNLI for over 30 years

### Bar to Gold Badge

**Cllr Mrs Dot Walton JP** Eckington Branch: Chairman 1966 to date

**Mrs Merle Christian** New Mills and Hayfield Branch: Honorary Secretary 1966 to date

**Mrs Joy Morris** Whitehaven Branch: Honorary Treasurer 1966 to date

**Mrs Brenda Martin\*** Cowbridge Branch: Honorary Secretary 1971 to date

**Mr Howard Bell** MBE Harwich Station Branch: Committee Member 1968 - 1970, Honorary Liaison Officer 1987 to date; Cromer Branch: Committee Member 1994 to date

**Mrs Elizabeth Chase** Thurrock Branch: Chairman of Guild 1968 - 1980, Honorary Secretary and Flag Day Organiser 1980 to date

**Mrs Penny Eldridge** Margate Fundraising Branch: Vice Chairman 1980 - 1982, Assistant Souvenir Secretary 1996 to date; Eltham Branch: Committee Member 1963- 1975, Honorary Secretary 1975 - 1979

**Mrs P Slater\*** Margate Ladies Lifeboat Guild: Assistant Souvenir Secretary 1956 - 1990, Chairman 1996 to date

**Mr R Rimington LLB\*** Port Erin Station Branch: Station Honorary Secretary 1969 - 1986, Station Honorary Treasurer 1987 - 1998

**Mr George Ralston** Bangor Station Branch: Station Honorary Secretary 1973 to date, Chairman 1984 to date (Crew member prior to 1973)

### Gold Badge

**Mrs Lorna Patterson\*** Anstruther Guild: Honorary Treasurer 1961 - 1966, Committee Member 1996 to date

**Mrs Meta Murray** Buckie Guild: Souvenir Secretary 1960 to date

**Mrs Christine Smart** Montrose Guild: Committee Member 1968 -

1973, Box Convener 1973 to date  
**Mrs Barbara Dutton\*** Bebington Branch: Committee Member 1968 - 1973, Honorary Secretary 1973 to date

**Mrs Kitty Scopes** Ilkeston Branch: Founder Chairman 1966 - 1972, Chairman 1998 to date

**Mrs Audrey Stephenson** Port St Mary Ladies Lifeboat Guild: Honorary Secretary 1973 - 1984, Honorary Treasurer 1985 to date  
**Mrs Jocelyn Reed** Runcom Ladies Lifeboat Guild: Committee Member 1950 - 1953 and 1996 to date

**Mr Alan Frost** Sale Branch: Committee Member 1963-1971, Chairman 1971 to date

**Mrs Muriel Jealous** St Annes on Sea Ladies Lifeboat Guild: Committee Member 1966 - 1972, President 1992 to date

**Miss Nora Gardner\*** Upton Ladies Lifeboat Guild: Committee Member 1970 - 1971, President 1985 to date

**Mrs Doreen Smith** Beverley Guild: Treasurer 1973 to date, Souvenir Secretary 1994 to date

**Mrs Isobel Whitaker** Bingley Guild: Secretary 1970 to date

**Mrs Hilda Jones** Collingham Guild: Treasurer 1971 - 1973, Souvenir Secretary 1994 to date

**Mrs Barbara Walker** Dewsbury Guild: Chairman 1972 - 1974, Chairman 1997 to date

**Mrs Doreen Blakeborough** Fulford Guild: Secretary 1971 to date

**Mrs Janet Robinson** Redhall Branch: Souvenir Secretary 1972 - 1983 Treasurer 1983 to date

**Mrs Desne Collinson** Rotherham Guild: Secretary 1967 - 1979, Committee Member 1994 to date

**Mrs Charlotte Stewart** Sunderland Guild: Committee Member 1952 - 1981, President 1981 to date

**Mrs Jean Cass** Walton Guild: Chairman 1971 - 1997, President 1997 to date

**Mrs Barbara Wildridge** Walton Guild: Treasurer 1971 to date

**Mrs Barbara Jones** Cardiff Ladies Guild: Secretary 1975 - 1998, Committee Member 1998 to date

**Mrs Muriel Taylor** Church Stretton Branch: Chairman 1989 to date; Much Wenlock Branch: FDO 1968 - 1970 Chairman 1970

- 1980

**Mrs Mabel Self** Holyhead Ladies Lifeboat Guild: Chairman 1972 to date, Souvenir secretary 1972 to date

**Mrs Peggy Atkinson** Llandudno Ladies Lifeboat Guild: Secretary 1975 to date

**Mrs Peggy Morgan** Mumbles Ladies Lifeboat Guild: President 1969 to date

**Mr Peter Dean** Rhyl Fundraisers Branch: Vice Chairman (Rhyl Youth Guild) 1971 - 1976, Chairman and Souvenir Secretary 1978 to date

**Mrs Mary Ryan** Wem Branch: Founder Committee Member 1984 - 1986, President 1986 to date

**Mrs Margaret Griffiths** Worcester Branch: Chairman 1981 to date, Committee Member 1965 - 1981

**Mrs Helen Daniels** Great Yarmouth and Gorleston Ladies Guild: Area Secretary and Flag Week Organiser, Hemsby 1962 to date

**Mrs Laura Lilley** Harlow and District Branch: Committee Member 1957 - 1967, President 1994 to date

**Dr Betsy Lovely** Harwich and Dovercourt Ladies Guild: Committee Member 1970 - 1972, President 1975 to date

**Mrs Lil Clarke** Mersea and District Ladies Lifeboat Guild: Helper 1962 - 1973, President 1986 to date

**Mrs Diana Kennedy\*** Northampton Ladies Guild: Committee Member 1971 - 1975, President/ Souvenir Secretary 1988 to date

**Mr Chris Sweeting** Bristol Central/Pill Branch: Honorary Secretary 1975, Committee Member 1996 to date

**Mrs Joan Good** Brixham Guild: Committee Member 1973 - 1980, Chairman 1994 to date

**Mr Brian Davey** Frampton Cotterell Branch: Box Secretary 1979 to date, Vice Chairman and Souvenir Secretary 1993 to date; Fishponds Branch: Committee Member 1970, Box Secretary 1973

**Lady Enid Thompstone** Jersey Guild: Committee Member 1965 - 1976, Vice President 1986 to date

**Mrs Marie Trevithick** Redruth Guild: Committee Member 1971 -

1977, Chairman 1977 to date

**Mr Bill Hampshire** FCIB Bexhill on Sea Branch: Honorary Secretary 1962-1971, Chairman 1972 - 1983

**Mrs Stella Hastings:** Caterham and District Branch: Box Secretary/Assistant Secretary 1972 - 1989, Honorary Secretary 1989 to date

**Mrs Nell Post** Dover Lifeboat Guild: Souvenir Secretary 1977 - 1995, Chairman 1981 to date

**Mrs Edna Barnard** Hartley Wintney Branch: Lifeboat Week Organiser 1955 to date

**Mrs Joyce Mepharm** Hastings and St Leonards Lifeboat Society: Committee Member 1968 - 1980, Vice Chairman 1997 to date

**Mrs Pamela Bowers** Lingfield and Dormansland Branch: Honorary Treasurer 1962 to date

**Mr John Caspell** Sandwich and District Branch: Chairman 1973 to date

**Mrs Nita Stannard** Sandwich and District Branch: Vice Chairman 1973 - 1976, Honorary Secretary/Souvenir Secretary/ Lifeboat Week Organiser 1976 to date

**Mrs Jean Warwick** Selsey Lifeboat Association: Honorary Secretary 1974 to date

**Mrs Kathleen Smith** Elstree and Borehamwood Branch: Honorary Secretary and Honorary Treasurer 1973 to date

**Mrs Rita Hughes** Shankill Branch: Chairman 1972 to date

**Mr Marc Trimmer\*** South Mayo Branch: Honorary Secretary 1971 to date

**Mr Jack Provan** Fraserburgh Station Branch: Committee Member 1959 - 1973, Chairman 1973 to date

**Mr Alfred Browning** Shoreham Harbour Station Branch: Assistant Station Honorary Secretary and Treasurer 1942 to date

**Dr Elwyn Tudor-Jones** Crickieth Station Branch: Honorary Medical Adviser 1970 - 1993, Chairman 1984 to date

**The Right Honorable The Lord Mostyn\*** Llandudno Station Branch: President 1966 to date

**Mr Buddy Miller\*** Rosslare Station Branch: Deputy Launching Authority 1971 - 1982, Chairman and Station Honorary Secretary 1983 to date



# People and Places

## Director's first draw



New RNLI Director, Andrew Freemantle drew the lifeboat lottery for the first time on 30 April. The draw proved to be the most successful Spring draw in the lottery's 23 year history, raising over £200,000.

Mr R J Perry of Legbourne in Lincolnshire won first prize – a visual equipment package, consisting of a camcorder, an SLR camera, binoculars, plus waterproof and APS cameras all kindly donated by Canon.

The runner up prize winners were:

£1,000 • Mr G Lindsell, Meopham

£500 • Mrs J Moir, Hastings

£250 • Mrs J Raven, Sheffield

Sure Shot 60 Zoom Camera Kit • Mr K Ashton, Reddich

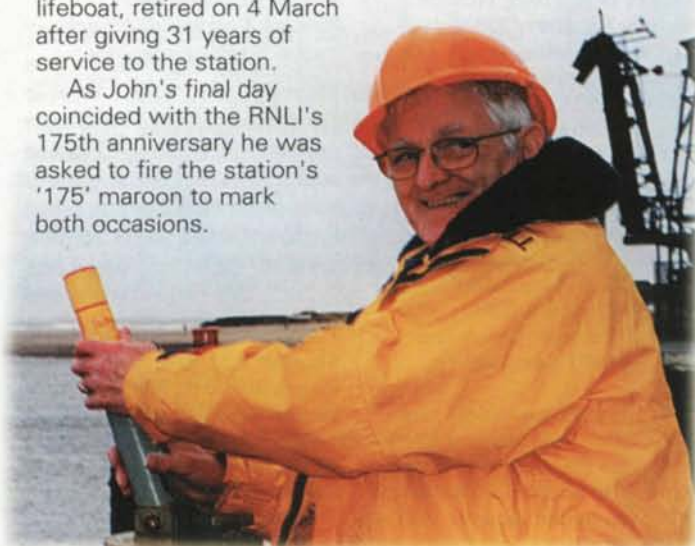
Sure Shot Sleek Camera • Mr C Graham, Lancs

Snappy LX11 Camera Kit • Mrs J Elliott, Hassocks; Mrs J Bennett, South Bucks; Mrs Y Manning, Fremington; Mr Tait, Yeovil; Mr R Pullman, Merthyr Tydfil; Mr E Hill, Pymstock; Mrs G Kent, St Austell; Mr M Tandy, Solihull; Mrs R Smith, Market Harborough; Mr J P H Spiller, Dorking.

## Parting shot

John Swan, Deputy Launching Authority and former Mechanic and Crew Member of Berwick-upon-Tweed lifeboat, retired on 4 March after giving 31 years of service to the station.

As John's final day coincided with the RNLI's 175th anniversary he was asked to fire the station's '175' maroon to mark both occasions.



## A family affair

In the previous issue of **The Lifeboat** we featured a photograph of Malcolm Gray, Coxswain of St Davids lifeboat, along his daughter who is also a crew member.

Billy Lennon, retired Donaghadee coxswain, sent in this picture of him and his daughter, Ruth, who is also a crew member. She joined the Donaghadee crew in 1985 when Billy was Coxswain. Now Billy is retired but after a marriage and two children Ruth is still a crew member along with her brother in law who is Coxswain, her husband who is 2nd Coxswain, her uncle who is Mechanic and her cousin who is also a Crew Member!



## A hero's beginning



Someone who remains nameless sent this photograph in to the offices of **The Lifeboat**. We've been looking for an excuse to use the picture as it shows Humber lifeboat crew over 30 years ago – including a one Brian Bevan (circled) who looks barely old enough to be out of shorts!

Of course these days Brian is one of the country's better known and highly decorated lifeboat coxswains with a Gold, Silver and two Bronze medals under his belt. Back then he had not long started out as a Crew Member under Coxswain John King who must have been one of the best teachers...

## On Station

The following lifeboats have taken up duty:

### All-weather

**Stornoway** – Severn 17-18 (ON1238) Tom Sanderson on 1 February 1999

**Relief** – Severn 17-17 (ON1237) Fraser Flyer on 4 February 1999.

**Fenit** – Trent 14-27 (ON1239) Robert Hywell Jones Williams on 28 February 1999

**Achill** – Trent 14-28 (ON1240) Sam and Ada Moody on 28 April 1999

### Inshore

**Craster** – D542 (no name at time of going to press) on 3 February 1999

**Cardigan** – B752 Tanni Grey on 24 February 1999

**Sligo Bay** – B525 Spix's Macaw on 12 March 1999



# People and Places

## Obituaries

With regret we report the following deaths:

*November 1998*

**Phillip Brian Roberts**, founder Crew Member and Senior Helmsman of Porthcawl inshore lifeboat between 1965 and 1978.

*December 1998*

**Alfred Thomas 'Alf' Pavey**, Coxswain of Weymouth lifeboat. Alf was on the Weymouth lifeboat crew for 31 years, of which he served as Coxswain for over 17 years. He was awarded the Bronze medal in 1972.

*January 1999*

**Robert Henry 'Bob' Buckett**, Vice President of the Back of the Wight branch. Bob was a founder member of the branch in 1972, serving as its first chairman until he became Vice President in 1984, a position he held up until his death. He was awarded the Silver badge in 1983.

*February 1999*

**Helen Tyler**, Chairman of Faringdon and District branch.

**Nigel Martin Spender BSC(HONS)**, Port Talbot lifeboat Crew Member from 1983 until his death.

**Mrs Pat Richards**, Founder Chairman of Llantwit Major branch from 1969 until her death. She was awarded the Gold badge in 1996.

**Miss M E Keen MBE**, Founder Chairman of the Ross-on-Wye

branch. She was Chairman from 1970 and was appointed President in 1980. She was awarded the Silver badge in 1986. *March 1999*

**Edward (Ted) LARBALSTIER BEM** St. Helier coxswain from 1951 until his retirement in 1970. He was awarded the Silver medal in 1951 and the BEM in 1970.

**Lady Alice Payne**, Vice President of Harrogate ladies lifeboat guild from 1983 until her death.

*April 1999*

**The Lord Killanin**, a Life Vice President of the RNLI. The Lord Killanin joined the Committee of Management in 1959 and was appointed a Vice President in 1972 and a Life Vice President in 1989.

**Mrs Meryl Taaffe**, Vice President and Treasurer of Barmouth ladies lifeboat guild. She joined the branch in 1972 and had a stint as Secretary until 1992 when she became Vice President and Treasurer. She was awarded the Silver badge in 1997.

**Lt Cdr R M Richards**, President of Barmouth station. He joined before 1967 and was Chairman from 1968 until 1979 when he became President. He was awarded the Silver badge in 1986.

**Cdr E W Monckton OBE RN(RTD)**, Honorary President of Troon station branch. He joined the branch in 1965 and remained as President until his death.

**John Henry York**, Shanklin and District branch Press and Publicity and Collection Organiser. He joined the branch in 1971 and was Box Secretary from 1976 until 1986. Mr York was Press and Publicity and Collection Organiser from 1987, receiving the Statuette in 1982 and The Silver badge in 1991. Mr York was also heavily involved with Yarmouth station.

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£5,050	117.26	194.82	488.68	12.9%
£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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# A The Fundraisers A

## Birthday Events

### Stilgoeing strong

On 5 March Reigate and Redhill branch and guild held an Anniversary Dinner at Reigate Manor Hotel.

Nearly 120 people attended the event and guest of honour was entertainer and High Sheriff of Surrey, Richard Stilgoe, who cut the cake and amused the audience with his poem 'The Reigate and Redhill lifeboat'.

During the evening there was a Silent Auction, for four sessions on a flight simulator and a flying lesson, which raised £1,500 – taking the evening's grand total to £2,700.



Photo: © George Day



### Gala event

Blackpool, St Annes and Fleetwood guilds organised a Gala Evening in the Paradise room at Blackpool pleasure beach in April to celebrate the 175th anniversary.

The event was a great success, with over £1,600 being raised and Pleasure Beach Managing Director, Geoffrey Thompson, swelling the coffers by donating a further £1,000.

The picture shows Geoffrey presenting the cheque to guild representatives.

### Anniversary on air

Mike Soars of Brierly Hill and Kingswinford branch set up a special amateur radio station for the RNLI's anniversary to help spread the word.

During the day contact was made with hundreds of radio stations around the world and Coxswains, crews and branch VIPs from all over UK and Ireland chatted over the airwaves.

Donations from radio amateurs have been flooding in ever since!



### Karting coincidence

Fundraisers from opposite sides of the UK had the same idea for raising cash over the birthday weekend – in the form of sponsored go-karting!

Six teams of Scottish drivers took part in North Kessock branch's Go-karting Endurance Race on 6 March which raised over £2,500. A day later Cornish lifeboat crews competed against each other at a similar event in Newquay raising almost £3,000.

Apparently there were many skids and bumps at both events but thankfully no injuries! The picture shows members of the local lifeboat crew who took part at North Kessock.



# A The Fundraisers A

## Birthday Events

### Bangor's supermodel auction

In April over 170 guests ate, drank and danced the night away at a 175 Dinner Dance organised by Bangor branch.

The evening was sponsored by local companies and funds were raised from the sale of tickets and by an auction of select items, including a year's marina berth and a model Ferrari signed by Eddy Irvine.

Assisting proceedings was supermodel Claudia Schiffer, (well actually a life-size cutout of her supplied by Bangor's local Citroen dealers) who was herself eventually knocked down at £65. We have it on good authority that Claudia's new owner shows her off by standing her in his bedroom window with the curtains slightly parted!

Bangor lifeboat crew were also presented with engraved tankards on behalf of the branch to mark the RNLI's 175th anniversary.



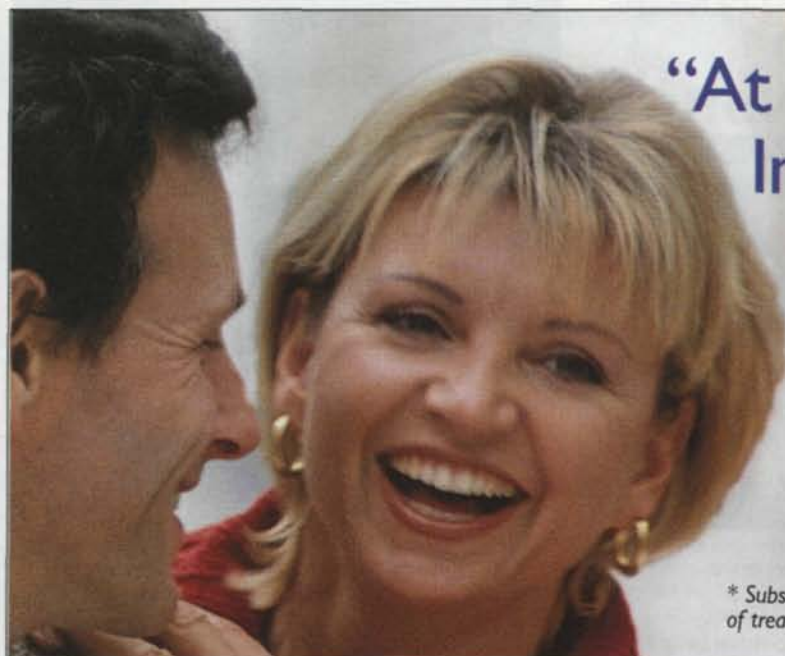
### Alderney's 65 promises



The ladies of Alderney lifeboat guild marked the RNLI's anniversary with a sellout Birthday Bash Dinner and Auction of Promises which raised some £5,000.

Bidding was fast and furious for 65 unusual promises which ranged from a champagne picnic on the nearby deserted island of Burhou and a dental scale and polish, to helicopter trips for four to Jersey and Guernsey and an 'arresting' morning spent with the local constabulary.

The picture shows Alderney Coxswain, Steve Shaw and branch VIPs hosting the proceedings.



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# The Fundraisers

175 years of filling the coffers...

## Winning fundraising friends

**A**long with lifeboat stations and their crews, the RNLI's best friends are its branches and guilds. Throughout the course of this century they have worked tirelessly to raise the funds needed to run the lifeboat service.

Although branches are always keen to increase their membership they sometimes find it difficult. People seem less willing to join a branch (especially on the committee!) and this is a trend which all organisations with an active membership are tending to experience.

Understandably, it is sometimes easier to see the problem than come up with a solution but a number of branches are realising that they can gain lots of fundraising support from within their community by asking individuals and groups to do a fundraising activity or event for their branch without necessarily joining. A good example of this at the moment is where branches are placing the 175th anniversary badges in locations throughout their towns and villages.

There are lots of examples like this where branches are winning 'fundraising friends' by simply asking people they know to fundraise for them. Lots of people enjoy fundraising especially if they are asked to do something they enjoy.

On this page are some examples of groups and individuals doing just that.



### New York runners

Gilly Sapseid and Jenny Bell of the Selsey Runners entered the New York Marathon in November last year to raise money for Selsey lifeboat. Gilly and Jenny both successfully completed the race and have so far raised over £2,500 in sponsorship.

The Selsey Runners, who have a good friendship with Selsey lifeboat crew, organised a 5km race in conjunction with Selsey's 1998 Lifeboat week, raising £300, and it is hoped to make this an annual event.

### Pub partners

In March Caterbury and District branch decided to collect in all the pubs in their area. What they hadn't realised was that there were 110 pubs in their patch so they enlisted local supporters to help.

Collections averaged £10 per box but as a spin-off many pubs organised their own events including, a boot fair, darts matches, an auction (which included the barmaid and dinner as one lot!), and a ceilidh.

In total over £3,300 was raised. The branch were delighted with the support but wouldn't tell us how much was drank in the process!



Photo: © Essex County Newspapers

### Yellow brick rowed

Maldon Little Ship Club held their annual sponsored row on New Years Day which raised £9,000 for Maldon and District branch.

Forty-two boats entered the race and rowers – many of who were in fancy dress – included a lady with two artificial hips, a man with an artificial knee and a lifeboat crew. There were ladies in lilac leotards, Christmas fairies and Vikings, but the fancy dress prize went to Dorothy, Cowardly Lion, Tin Man and Scarecrow collectively known as 'Over the rainbow'.

Over the past five years the event has raised £37,000 for the lifeboats.

### Clubbing together

Weymouth Working Mens Club have been raising cash for Weymouth lifeboat station branch for the past three years. Last year the club raised over £4,700 from many events including a 12 mile sponsored walk, a golf match, cribbage and pool competitions, the RNLI lottery bonus ball and various raffles held throughout the year.

Weymouth Station Honorary Secretary, Coxswain and crew were recently invited to a cabaret night at the club where they presented the club's fundraising organiser with a framed picture as a token of thanks.





# The Fundraisers

175 years of filling the coffers...

## Get the beers in!

The Celebration Ale is brewed especially for supporters to celebrate the RNLI's 175th anniversary. Brewed by the small Suffolk brewery Tolly Cobbold, the beer has a full rounded flavour and is ideal for any occasion.

For every bottle sold, the brewery will donate 8.5p to the RNLI and some retailers such as Sainsburys are also promising an extra donation – so it's the perfect fundraiser.

*The lifeboat ale even comes highly recommended by 'The Sheep' who is Head Mower at the Aldeburgh lifeboat station garden!*



The beer is available in many major supermarkets including Tesco and Sainsburys. However, it is not available everywhere so if you have trouble tracking it down, call Diane Leach at Tolly Cobbold on (01473) 231723 who will help you find your nearest supplier.

**Tesco's Summer promotion – buy three and get one free!**

In July, Tesco are running a great promotion offering RNLI supporters and Tesco customers great value. Simply buy three bottles of the ale and they will throw in the fourth absolutely free. The promotion won't last forever, so make sure you stock up whilst the promotion lasts.

### Win a case of Celebration Ale

We are looking for the best description of our Celebration Ale to use in publicity material and would welcome your suggestions.

In no more than 15 words describe what you enjoy about the beer in your own words. Send your entry on a postcard to Joy Hillier by 31 July at the following address: RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

The winner will be judged by RNLI managers and the brewery and will be notified by post within three weeks of the closing date. No purchase necessary, entrants must be 18 or over and be prepared to release their names for publicity purposes. Promoter: Tolly Cobbold Brewery Ltd, Cliff Road, Ipswich, Suffolk IP3 0AZ.

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# The Fundraisers

175 years of filling the coffers...

## ...In Brief...

Since its launch on 4 March, BBC Radio Cleveland's Lifeboat 2000 Appeal is well on target, with the current total standing at over £13,000. Various events are planned to take place throughout the year to reach the target of £75,000 before the millennium.

Radio Cleveland is also appearing at various regional events over the summer months, including the Hartlepool Lifeboat Harbour Festival on 24 and 25 July.

Floating keyrings have been specially commissioned for the appeal and are available at a cost of £1.30 by post to:-

Lifeboat 2000, BBC Radio Cleveland, PO Box 95 FM, Middlesbrough, TS1 5DG.

Members of **Winchester and District** branch celebrated the RNLI's birthday by throwing a 'party' in the centre of Winchester and making a big birthday cake - pieces of which were given to members of the public in return for a donation.

Members and supporters of **Tavistock and District** branch used their annual skittles evening to throw a 175 party - raising £400. It was by no means the biggest anniversary party but at 1,426ft above sea level, probably the highest!

In April, seven branches in and around **Plymouth** combined to organise a Choral Concert at the Plymouth Guildhall which raised £1,400.

In March residents of the St Clements Heights were presented with a certificate of thanks by London Area Organiser, Rebecca Connor, in recognition of their many years supporting the **Lewisham** branch in souvenir sales and collection boxes.

Members of **Hitchin and District** branch report that during the last financial year they have raised almost £13,000 - bringing the total raised since their formation in 1982 to £122,357!

During November Theatre 2000 produced a play entitled 'The Northern Trawl' with all proceeds going to **Eastbourne** branch. The show ran for six evenings to a packed audience whilst the branch sold souvenirs and the Sea Cadets sold programmes. Two local artists also donated pictures which were sold during the week and in total the event raised £2,000.

## 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.



## Albert's skydive

Last August a dream came true for disabled pensioner Albert Moss when he parachuted from 13,000ft above the Yorkshire coast - boosting lifeboat coffers by £700 in the process.

Albert, 85, lost both his legs through an illness but had always wanted to sky dive so friends helped arrange a jump with the British Sky Sports Parachute Centre near Bridlington. After safely landing Albert said, 'It was brilliant, I was not worried at all. Now I want to have a go a Bungy Jumping!'



## Virgo cuts the ribbon

Snooker celebrity John Virgo took time out of his busy schedule in April to support the RNLI in Plymouth.

John paid a visit to the RNLI shop on the Barbican and, with his customary style and flourish, cut the ribbon opening the shop for its summer trading season.

A good crowd turned up to be first to buy some of the new 175 Anniversary lines on display. The shop sells only new goods and is very important to the local branch and station - taking over £21,000 last year.



## A night at the opera...

Harrogate ladies lifeboat guild organised an evening entitled 'a Patchwork of Song', celebrating the RNLI's 175th and Opera North's 21st birthdays.

Four members of the Opera North's chorus and their accompaniment entertained a very appreciative audience to a wonderful concert with along with canapes and wine which were served in the interval.

The event proved to be a great success, raising £1,900 for the lifeboats.

## A 'day' at the races...

Garford branch held a Race Night on 20 March which also included supper, dancing and a raffle.

A celebration cake, made by Chairman Christine Pitchfork and iced by the Treasurer's daughter, was cut up and distributed to the assembled guests. A fun packed and enjoyable evening was had by all and a total of over £560 was raised for lifeboat funds.

The picture shows branch members together with Area Organiser Julie Mounty who attended the evening's entertainment.





# The Fundraisers

175 years of filling the coffers...



## Cash cycle

Last May Ella Brett from North Yorkshire undertook a sponsored cycle from Lands End to John O'Groats. With no accommodation arranged, Ella pitched her tent each evening and after 21 gruelling days, often in bad weather, she finally reached her destination.

Ella's efforts to raise funds for the RNLI, Imperial Cancer Research and Parkinson's Disease, resulted in sponsorship of £4,356 being raised, with over £1,400 going to the RNLI.

## Having a ball

Following almost a year of planning the Aughton branch raised over £12,500 from their Anniversary Ball in March.

The event was a complete sellout with 260 guests attending and the accompanying souvenir booklet was a great success attracting much advertising and support.

The branch committee, pictured right, were delighted with the result and hope to make the ball an annual event.



## Physical peak

A team from Bristol University Officers Training Corps completed the Three Peaks Challenge last June raising over £300 for lifeboat coffers.

The challenge involves climbing the highest peaks in England, Scotland and Wales within 24 hours!

## Appealing branch

In April Broadstairs branch and shoreline club launched their part of the national pin badge appeal at Morelli's coffee lounge in Broadstairs.

The cafe also held an Easter Egg raffle for the branch which raised over £200 from the draw on Easter Monday.

The badge appeal is being run throughout the UK and Republic of Ireland and is raising money towards a new Severn class lifeboat.





# Musical SHOWCASE FROM THE RNLI

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

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

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

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

now enables these recordings, by these outstanding musicians, to be available through the RNLI and, at the same time, provide funds for the lifeboat service from their sales. These recordings are not generally available from record stores! The quality of the recordings is greatly acclaimed and reflect the sheer professionalism of the two organisations in the exacting standards of work in their different fields.

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

... the name synonymous  
with fine music  
recordings!



**Lifeboats**  
Royal National Lifeboat Institution

**NEW** From the Band of HM Royal Marines, Portsmouth under the direction of Captain John Perkins: **"Songs of the Sea"**

This great recording of Sir Charles Stanford's work, including "Drake's Drum" and "The Old Superb", with William Shimell, the internationally renowned baritone, is outstanding for its superb quality of singing, playing and technical production. It has made a considerable impact in the music world as one of the finest recordings in recent years.

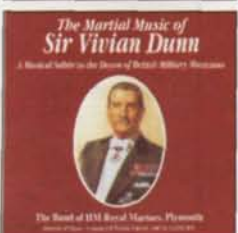
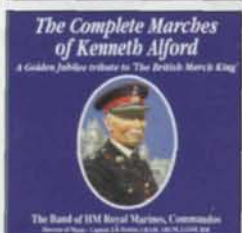
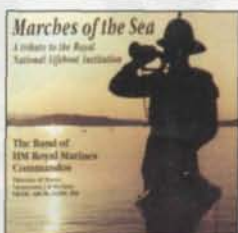
Captain John Perkins has had a very distinguished career as a Director of Music in the Royal Marines and, in addition to his talents as a composer and arranger, he is a fine violinist. His virtuoso solo in the recording "The Ashokan Farewell" has become one of the most requested pieces played on Classic FM over the past three years and was received with great enthusiasm in three solo performances in the Royal Albert Hall earlier this year. He has completed a number of recordings, some specifically for the RNLI of which he has always been a passionate supporter. Each CD sold realises a profit for the RNLI of approximately £5 per recording.

"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".

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Festival of Music  
1999**



**NEW** Fifteen beautiful maritime hymns specially recorded by the Ely Cathedral Choir for the RNLI, to celebrate the 175th Anniversary. The only known recording of all these hymns together, let alone by one of the country's finest choirs.

**NEW** A rich miscellany of sea stories and songs by the well-known Taffy Thomas and his fellow performers, specially for the RNLI and its 175th Anniversary. A lovely and unique recording much acclaimed by everyone who has heard it.

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To celebrate the RNLI's 175 years of saving lives at sea  
**Ely Cathedral Choir**  
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Instrumentalist: Anthony and Rebecca Hall  
Given in aid of Red Cross

**SALTY TALES**  
SONGS & STORIES OF THE SEA  
Tim Laycock & Taffy Thomas  
MIKE HARDING - THE KEELERS  
TOMMY MORRISSEY & CHARLIE PITMAN  
EILY TATLOW & AIMEE LAURA THOMAS  
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\*Prices include P&P on all orders from within the UK - Overseas postal rates on request

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# Lifeboat launches

Station-by-station lifeboat launches for November and December 1998 and January and February 1999

## Aberdeen

Arun: Nov 12 (twice), 18, Jan 12, 13, 21 and 24

D Class: Jan 13 and 24

## Achill Island

Arun: Feb 27

## Aith

Severn: Jan 10, 31 and Feb 9

## Aldeburgh

Mersey: Dec 9, Jan 5 and 22

D Class: Dec 13

## Alderney

Trent: Nov 7, Jan 21 and Feb 13

D Class: Nov 7

## Amble

Waveney: Nov 18

D Class: Nov 18

## Angle

Tyne: Nov 14, Dec 3, Jan 2, 13, 16, 22, Feb 3, and 9

D Class: Nov 14, Jan 3, Feb 3 and 21

## Anstruther

Mersey: Nov 17, Dec 27 and Jan 3

## Appledore

Atlantic 75: Nov 7

Tyne: Nov 2, 4, 10, 12, Jan 20, and 29

## Aran Islands

Severn: Nov 1, 28, 29, Dec 6, 21, 26 (twice), 28, Jan 18 (twice), 30, Feb 10, 12, 14, 16 (twice), 17, 27 and 28

## Arbroath

Mersey: Nov 7, 11, Dec 7 and Jan 29

D Class: Nov 11, Dec 7, Jan 20, 22 and 29

## Arklow

Trent: Nov 18, Jan 5 and Feb 11

## Arran (Lamlash)

Atlantic 21: Dec 26

## Arranmore

Tyne: Nov 1, 2, 3, 4, 6, 8, 14, 15, 21 (twice), 22, Dec 26, Jan 24, Feb 8 and 27

## Atlantic College

Atlantic 21: Feb 6

## Ballycotton

Trent: Nov 26 and Feb 4

## Ballyglass

Severn: Nov 1, 25, Dec 1, and Feb 1

## Baltimore

Tyne: Dec 25, 26, 30, Jan 4 and 9

## Barmouth

Mersey: Nov 5 and 14

D Class: Nov 14

## Barra Island

Severn: Dec 19 and Jan 22

## Barrow

Tyne: Nov 22, 26, Dec 1 and 9

D Class: Nov 2 and 7

## Barry Dock

Arun: Nov 1, 3, 5, 7, 8, 23, Dec 5, Jan 22, Feb 21 and 23

## Beaumaris

Atlantic 21: Nov 7, Dec 13, Jan 8, 9, 17, Feb 3 and 14

## Bembridge

Tyne: Nov 4, Dec 6, 8, 26, Jan 12 and 29

D Class: Nov 14 and Feb 17

## Berwick-Upon-Tweed

Mersey: Dec 4 and Feb 11

D Class: Dec 11 and Jan 17

## Blackpool

Atlantic 75: Nov 2, Dec 5, 9, Jan 9 (twice) and Feb 12

D Class: Nov 2, Dec 5, 9 and Feb 12 (twice)

## Blyth

Trent: Jan 17, Feb 3 and 10

D Class: Feb 3

## Bridlington

Mersey: Nov 10, 14, Jan 10, 11 and Feb 28

D Class: Nov 29 (twice) and Dec 26

## Brighton

Atlantic 75: Nov 4, Dec 26, Jan 1, 11, Feb 15 and 21

## Broughty Ferry

D Class: Dec 14

## Buckie

Arun: Nov 24, Jan 1 and Feb 5

## Bundoran

Atlantic 75: Nov 1, Dec 3, 4 and 28

## Burnham-on-Crouch

Atlantic 75: Feb 8 and 21

D Class: Feb 8

## Burry Port

D Class: Nov 3 and Jan 3

## Calshot

Brede: Dec 20 (twice), Jan 1, 8, Feb 21 and 28

## Campbeltown

Arun: Dec 7 and 13

## Cardigan

D Class: Nov 3

## Castletownbere

Arun: Nov 1, 30, Dec 20, Jan 12 and Feb 1

## Clacton-on-Sea

Atlantic 75: Dec 14 and 24 (twice)

D Class: Jan 7 and 15

## Cleethorpes

D Class: Dec 11, 25, Jan 2, 7, 17, 31 and Feb 26

## Clifden

Atlantic 21: Nov 12

D Class: Nov 12

## Clogher Head

Mersey: Dec 4

## Clovelly

Atlantic 21: Nov 12 and 13

## Conwy

D Class: Nov 21 (twice) and Feb 18

## Courtmacsherry Harbour

Trent: Nov 1, 27, Dec 5, Jan 21, Feb 4, 5, 6, 13 and 14

## Criccieth

Atlantic 75: Dec 28 and Jan 30

## Cromer

Mersey: Nov 6 and Dec 5

## Cullercoats

Atlantic 21: Dec 14, 20, 28, Jan 1, Feb 14 and 19

## Donaghadee

Arun: Jan 5

## Douglas

Tyne: Dec 4 and 6

## Dover

Severn: Nov 6, 13, Dec 1, 9, 19, 22, Feb 14, 18 and 27

## Dun Laoghaire

Trent: Dec 20, 29 and Jan 14

## Dunbar

Trent: Nov 24

D Class: Nov 24

## Dungeness

Mersey: Nov 17, Dec 1, 5 and 8

## Dunmore East

Trent: Nov 14 and 21

## Eastbourne

Mersey: Nov 17, 18, 21, 28, 29, Dec 9, Jan 16, 23 (twice), 26, Feb 1, 3, 7 and 8

D Class: Nov 7, 15, 18, 19, 21, 23, Dec 9, Jan 7, 23 and Feb 3

## Exmouth

Trent: Dec 29 and Jan 20 (twice)

D Class: Nov 2, 7, 8, 11, 12, Dec 26, 29 and Jan 16

## Eyemouth

Trent: Nov 10, Dec 3, Jan 19 and 29

## Falmouth

Arun: Nov 2, 3, Dec 25, Jan 14, 30, Feb 19 and 22

Atlantic 21: Dec 8, 20 and Feb 18

## Fenit

Arun: Nov 14, 15, 24, Dec 5, and Feb 9

## Filey

D Class: Nov 6, 21, Jan 18 and Feb 17

## Fishguard

Trent: Dec 11 and Feb 8

D Class: Nov 15

## Flamborough

Atlantic 75: Dec 22, Jan 16, 21 and 28

## Fleetwood

Tyne: Nov 15, 26, 30, Dec 13 and Feb 22

Waveney: Nov 5 and 11

D Class: Nov 7, 26, 29, 30, Dec 13, Feb 20 and 22

## Flint

D Class: Nov 11, 22 (twice) and Nov 28

## Fraserburgh

Tyne: Nov 8, Dec 9, 30, Jan 5 and Feb 26

## Galway

Atlantic 75: Dec 6, 28, Jan 3 and Feb 2 (twice)

## Girvan

Mersey: Nov 26, Dec 1 and 9

Gt. Yarmouth & Gorleston

Trent: Nov 5, Dec 27 and Feb 7

Atlantic 21: Nov 5, Dec 27, Feb 7 and 16

## Hartlepool

Arun: Nov 3 and 12

Tyne: Dec 16, Jan 7 and 10

Atlantic 21: Jan 7 and Feb 23

## Harwich

Severn: Jan 3

Atlantic 21: Nov 7, 8, 21, Dec 6, 27, Jan 3, 8 and Feb 6

## Hastings

Mersey: Nov 5, 29, Jan 9, 26, Feb 8 and 12

D Class: Nov 15 and Dec 13

## Hayling Island

Atlantic 75: Nov 7, 15, 21 (twice), 30, Jan 4, Feb 6, 13

(twice), 21 and 27 (twice)

D Class: Nov 21, Jan 4 and Feb 13

## Helensburgh

Atlantic 21: Nov 9, 29, Jan 13, Feb 18, 19, 20 and 28

## Helwick Head

Atlantic 21: Nov 16, Jan 12 and Feb 22

## Holyhead

Arun: Dec 6, 8 and Jan 10

D Class: Nov 1, Jan 18 and Feb 1

## Horton & Port Eynon

D Class: Nov 1 (twice), 16 and Dec 31

## Howth

Arun: Nov 7, Dec 6, 13 and 29

D Class: Nov 12, 18, Dec 8, 13 and Feb 21

## Humber

Severn: Nov 9, 11, Dec 16, Jan 7, 31 and Feb 27

## Hunstanton

Atlantic 75: Jan 14 and Feb 20

## Ilfracombe

Mersey: Nov 29, Dec 11 and 13

D Class: Nov 29 (twice)

## Invergordon

Trent: Dec 24 and 28

## Islay

Severn: Dec 13 and Feb 22

## Kessock

D Class: Nov 7 (twice), 19, Dec 25 and Jan 4

## Kilkeel

Atlantic 21: Nov 28 (twice), Dec 12, 15 and Feb 24

## Kilmore Quay

Mersey: Nov 23

## Kilrush

Atlantic 75: Nov 6, 19 and 22

## Kinghorn

Atlantic 75: Nov 28, Dec 3, 4, 16, Jan 10 (twice), 18 and Feb 6

## Kirkcudbright

Atlantic 21: Nov 6, 19 and Dec 20

## Kirkwall

Severn: Nov 10, 11, 26, 28, Dec 25, Jan 3, 10, 25, Feb 3, 4 and Feb 28

## Kyle of Lochalsh

Atlantic 75: Nov 18 and Dec 21

## Largs

Atlantic 75: Dec 6, 21 and Feb 16

## Lerwick

Severn: Nov 6, 9, 25, 26, Feb 5 and 27

## Littlehampton

Atlantic 21: Nov 5, 7, Dec 6, 10 and 20

## Llandudno

Mersey: Dec 6, 14 and Feb 6

D Class: Dec 6 (twice)

## Lochinver

Arun: Nov 1, and 24

## Longhope

Tyne: Dec 14, Feb 24 and 28

## Lough Swilly

Atlantic 75: Jan 13

## Lowestoft



# Lifeboat launches

Continued...

Tyne: Dec 9, 18, Jan 15, 26, Feb 12 and 21

Waveney: Nov 2

## Lyme Regis

Atlantic 75: Dec 25, 27, Jan 5, 22, 23, 31 and Feb 13

## Lynton

Atlantic 21: Nov 11, Jan 1 and Feb 3

## Lytham St. Annes

Mersey: Nov 7, Dec 5 and Jan 31

D Class: Jan 31 and Feb 18

## Mablethorpe

D Class: Jan 23

## Mallaig

Arun: Nov 1, Dec 13, 31 and Jan 1

## Marazion

D Class: Feb 21

## Margate

Mersey: Dec 11, 31 and Jan 3 (three times)

D Class: Nov 1 and Feb 14

## Minehead

Atlantic 75: Nov 27 and Dec 5

## Moelfre

Tyne: Jan 4

## Montrose

Tyne: Nov 28, Dec 7 and 23

## Morecambe

D Class: Nov 1, Dec 22 and 26

## Mudford

Atlantic 21: Nov 6, 7, 29 (twice), Dec 12, 23, Jan 2, 24, Feb 8, and 25

## New Brighton

Atlantic 75: Nov 11, 14, 15, 16, Jan 2, 3, 26, Feb 11 and 27

## New Quay (Cardiganshire)

Mersey: Feb 27

D Class: Feb 20

## Newbiggin

Atlantic 75: Feb 20

## Newcastle (Co. Down)

Mersey: Jan 18 and Feb 21

D Class: Feb 21

## Newhaven

Arun: Nov 5, Jan 24 and Feb 21

## Newquay (Cornwall)

Atlantic 75: Nov 3, Nov 26 and Jan 9

D Class: Dec 17

## North Berwick

D Class: Feb 24

## Oban

Trent: Nov 7, 20, 23, 27, Dec 11, 13, 14, Jan 7, 9, 13, 14, 19 (twice), 23 (twice), 24, Feb 1, 7, 9, 10, 13, 24 and 27

## Padstow

Tyne: Nov 26 and Feb 4

## Penarth

Atlantic 75: Nov 11, 28, Dec 4, 5 (twice), 30, 31, Jan 28 and Feb 16

D Class: Nov 21, 23, Dec 30, Jan 2, 28, Feb 14, 15 and 16

## Penlee

Arun: Dec 11 and 18

## Peterhead

Tyne: Dec 16, 17, 27, Jan 21 and Feb 23

## Plymouth

Arun: Nov 1, 8 (twice) and Dec 5

## Poole

Atlantic 75: Nov 2, 5, 14, Dec 4, 29, Jan 1, 6, 24 and Feb 4

Brede: Nov 15, Dec 4, Jan 1 (four times), 6 (twice), 9 and Feb 4

## Port Talbot

D Class: Feb 26

## Portaferry

Atlantic 75: Jan 16

## Porthcawl

Atlantic 75: Nov 1, 15, Dec 6 and Feb 6

## Porthdinllaen

Tyne: Dec 22 and Feb 11

## Portpatrick

Tyne: Nov 19

## Portree

Trent: Nov 4

## Portrush

Arun: Nov 5, 28, Jan 4, 31 and Feb 22

D Class: Nov 28 and Jan 31

## Portsmouth

Atlantic 75: Nov 2, 7, 27, Dec 20, 31, Jan 3 (twice), 10, 30 and Feb 14

D Class: Nov 27 and Jan 31

## Pwllheli

Mersey: Dec 2 and Jan 25

## Queensferry

Atlantic 75: Nov 5, 8, Dec 13, 16, Jan 19 (twice) and Feb 25

## Ramsey

Mersey: Dec 1 and Feb 3

## Ramsgate

Trent: Nov 15 and Jan 3

Atlantic 21: Nov 15, Jan 3 and 29

## Redcar

Atlantic 21: Nov 8, 18, 29 (twice), Dec 6, 13, 29 and Jan 15

D Class: Nov 29

## Rock

D Class: Nov 1 (twice)

## St. Abbs

Atlantic 21: Feb 15

## St. Agnes

D Class: Feb 28

## St. Bees

Atlantic 75: Nov 24

## St. Catherine

Atlantic 21: Nov 1

## St. Davids

Tyne: Nov 3, 16, Feb 21 and 27

D Class: Feb 27

## St. Helier

Tyne: Jan 31

Waveney: Nov 7

## St. Ives

Mersey: Feb 7 and 25

D Class: Nov 9

## St. Peter Port

Severn: Dec 17, 22 and Feb 1

Arun: Dec 14

## Salcombe

Tyne: Nov 8 (twice), Dec 27 and Jan 4

## Scarborough

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Mersey: Nov 3, 9, Dec 18,  
Jan 9, 14 and Feb 27  
D Class: Feb 5

#### Seahouses

Mersey: Jan 18  
D Class: Feb 21

#### Selsey

Tyne: Nov 5 (three times), 15,  
Dec 21, 25, Jan 11, 14 and  
Feb 6

D Class: Jan 30, Feb 9 and  
15

#### Sennen Cove

D Class: Nov 1

#### Sheerness

Trent: Nov 1, 26, Jan 3 (three  
times), 18, 22, Feb 16, 20  
and 28

D Class: Nov 15, Dec 1, 28,  
Jan 3, 16, 28, Feb 3, 14 and  
28

#### Shoreham Harbour

Tyne: Dec 6, 26, Jan 10, Feb  
19 and 28

#### Silloth

Atlantic 75: Jan 16

#### Skegness

Mersey: Nov 8 and Jan 24  
D Class: Nov 8 and Dec 27

#### Skerries

Atlantic 75: Jan 19

#### Sligo Bay

D Class: Nov 22 and Dec 24

#### Southend-on-Sea

Atlantic 21: Nov 8, Dec 5,  
Jan 3 (twice), Feb 13, 20 and  
28 (three times)

D Class: Nov 1, 6, Dec 5  
(twice), 6, 8, Jan 3 (three  
times), 17 (three times) and  
Feb 21

#### Southwold

Atlantic 75: Nov 21, Dec 9  
and Feb 17

#### Staithes and Runswick

Atlantic 21: Nov 2, 24, 30,  
Dec 18 (twice), Jan 17 and  
24

#### Stornoway

Arun: Nov 23 (twice), Dec 10,  
11, 12, 26, Jan 20 and 27

#### Stromness

Severn: Nov 04

#### Sunderland

Trent: Nov 2, 3, 5, 14, 16, 19,  
Dec 18, 20, 27, 29 and Feb 1  
D Class: Nov 5, 19, Dec 20  
and 29

#### Swanage

Mersey: Nov 5 and Dec 15  
D Class: Dec 15 and Feb 13

#### Teesmouth

Tyne: Nov 14, 24, 29, Dec 6,  
20, Jan 7, 15, Feb 14 and 23

#### Teignmouth

Atlantic 21: Nov 27, 29 and  
Dec 29

#### Tenby

Tyne: Nov 2  
D Class: Feb 20

#### The Lizard

Tyne: Nov 27, Jan 24 and Feb  
22

#### The Mumbles

Tyne: Jan 23  
D Class: Nov 28, Dec 5, Jan  
20 and Jan 22

#### Thurso

Arun: Nov 1, 6, Feb 1 and 28

#### Tighnabruaich

Atlantic 75: Feb 25

#### Tobermory

Arun: Nov 5, 6, 18 (twice),  
Dec 13, Jan 13, 14, 16, 28,  
31 (twice) and Feb 15

#### Torbay

Arun: Nov 8, 11, 14, 15, 29,  
Dec 11, 27, 29, Jan 1, 3, 18,  
Feb 9, 10 and 28

D Class: Nov 9, 12, Dec 8,  
11, 19, 27, Jan 1 and 17

#### Trearddur Bay

Atlantic 75: Dec 6 and Jan 10

#### Troon

Arun: Nov 17, 26, Dec 10,  
12, 26 (twice) and 27

#### Tynemouth

Arun: Nov 3 (twice), 9, Feb  
21 and 28

D Class: Nov 9, 7, 14, 16 and  
21

#### Valentia

Severn: Dec 1, Jan 17 and  
Feb 11

#### Walmer

Atlantic 21: Nov 28 and 29

#### Walton & Frinton

Tyne: Dec 24 and Feb 7

#### Wells

Mersey: Feb 20

#### West Kirby

D Class: Nov 6, 14, Jan 4, 23  
and Feb 21

#### West Mersea

Atlantic 21: Nov 10, Dec 5, 6,  
24 (twice), Jan 3 (twice) and  
Feb 21

#### Weston-Super-Mare

Atlantic 21: Nov 10, 23, 29,  
Dec 8, 12, 14, 29, Jan 22  
(twice) and Feb 14

D Class: Dec 14, 29, Jan 19,  
21, 26, Feb 14 and 27

#### Weymouth

Arun: Nov 2, 14, 28, Jan 1,  
30 and Feb 13

Atlantic 75: Nov 11, 25, 29,  
Dec 21, Jan 30 and Feb 28  
(twice)

#### Whitby

Trent: Nov 2, 3, 7, 12, 21, 25,  
Jan 24, 31, Feb 17 and 27

D Class: Nov 21, Dec 19, Jan  
31 and Feb 17

#### Whitstable

Atlantic 21: Dec 16, 26, Jan  
3, 31, Feb 21 (twice) and 28

#### Wick

Trent: Nov 22, Jan 19 and  
Feb 28

#### Wicklow

Tyne: Dec 1 and Jan 26

#### Withernsea

D Class: Nov 8

#### Workington

Tyne: Jan 16 and Feb 12  
Yarmouth (I.O.W.)

Arun: Dec 5, 9, 15 and Feb  
21

#### Youghal

Atlantic 21: Nov 8, Dec 20,  
Jan 6, 21, Feb 23 and 27

#### On Passage

Arun O.N. 1071: Jan 21  
Mersey O.N. 1162: Jan 24  
Trent O.N. 1239: Feb 23

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