

Autumn 1999

The **Lifeboat**

The magazine of the RNLi



175 years
of saving lives at sea

1824 - 1999

In this issue...

- **Flotilla Special**

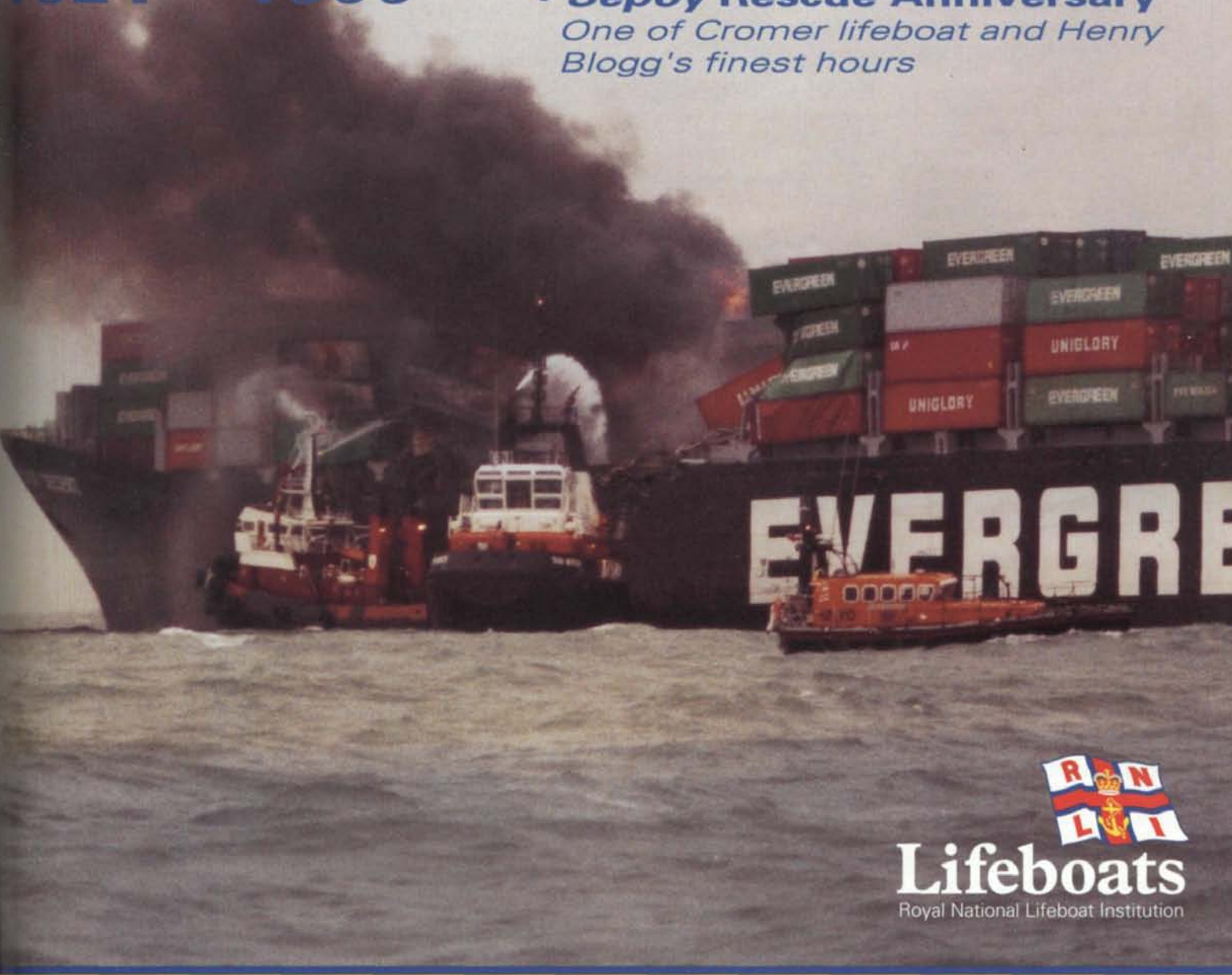
The Poole Flotilla and International Lifeboat Conference six page feature

- **Lifeboat Services**

Bronze Medal and Thanks on Vellum

- **Sepoy Rescue Anniversary**

One of Cromer lifeboat and Henry Blogg's finest hours



Lifeboats
Royal National Lifeboat Institution

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Hilton London Metropole with Dinner Supplement	£54.00 £69.00	£84.00 £99.00
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All prices are per person per night (based on sharing a double/twin room) and include one night's accommodation and full breakfast. On arrival at the hotel each guest will receive their ticket to the boat show and a voucher to collect a free show catalogue at Earl's Court. Please note that no boat show tickets will be available on preview day on the 6th January. Full pre-payment is required at time of booking.



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The Lifeboat

Autumn 1999

In this issue...

Number 549

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



Margate's Mersey class, *Leonard Kent*, stands by as tugs fight the fire aboard container vessel, *Ever Decent*, which collided with cruise liner, *Norwegian Dream*, off the Kent coast on 24 August. See Stop Press on services page 13 for further details.

Photo by Michael Pett

News and Views

2

The latest news from and about the RNLI

Lifeboat Services

8

Rescues from around the country including a Bronze Medal and Vellum services

Sepoy Rescue Anniversary

14

Philip Thouless looks back 65 years to when he witnessed the famous *Sepoy* Gold Medal rescue at Cromer



Flotilla Special

16

We bring you a six page special celebrating the International Lifeboat Conference week and its highlight – Flotilla day on 23 June

Your Letters

22

Readers put pen to paper



Ready for Anything

24

A double page spread taken from *Storm Force News* magazine looking at lifeboat equipment

Bookshelf

26

A look at some of the latest books on lifeboats and the sea



Two Minutes

26

The solar eclipse on 11 August saw people flocking to the South West to get the best view. **Mike Floyd** describes events at Falmouth

High Seas

28

More bird's eye views of lifeboat stations



Spotter's Guide

30

Part two of our recap on lifeboat classes

People and Places

33

Around and about the RNLI

The Fundraisers

36

How some of the RNLI's funds are raised – including anniversary events and how some branches are winning 'fundraising friends'

List of Launches

43

Station-by-station lifeboat launches for March, April and May 1999



Advertising in *The Lifeboat*

From the next issue, Madison Bell will handle all the advertising sales for *The Lifeboat* Magazine. Madison Bell is the same company that have successfully handled the advertising for the National Trust Magazine for several years and come highly recommended.

We are sure you would agree that the magazine, which is in effect our 'mouthpiece' to RNLI members and supporters, should be subsidised as much as possible to ensure that the majority of our resources are channelled into running the lifeboat service. However, we also wish to strike a careful balance between advertising subsidy and editorial content. Rest assured that the current balance will remain the same with Madison Bell.

Why do we need Madison Bell? Effective media sales are a specialist skill and require a professional approach. Therefore to ensure that we can improve both the quality and the profitability of advertising within the magazine we need help from a company like Madison Bell.

If you are a reader, expect to see some new advertisers over the coming year—we hope you will find the information relevant and useful. However, if you are a display or classified advertiser as well as a reader, Vicky Davies or one of her colleagues from Madison Bell will shortly be in touch to introduce themselves. (Alternatively you can contact her on (0171) 389 0808 or email: info@madibell.demon.co.uk

Deputy PM takes to the lifeboats!

Deputy Prime Minister John Prescott took to the water in the Dover lifeboat recently when he presented the RNLI with a Millennium Product plaque for the Severn class all-weather boat.

The coxswain and crew of the *City of London II* received the plaque from Mr Prescott aboard the boat which was moored at St Katharine's Pier on the River Thames for the special ceremony on 5 August.

Mr Prescott was 'running the country' at the time in the absence of the Prime Minister who was on holiday and the media flocked to take pictures of the DPM in his lifejacket!

Mr Prescott was met at the pier by the Chairman of the RNLI, Mr David Acland, who asked the Dover coxswain Dave Pascall to receive the plaque. He was then invited to take a short trip afloat by Tower Bridge.

The RNLI received the prestigious plaque in recognition of the design of the Severn class lifeboat which is the largest, most modern and technologically advanced lifeboat in the fleet with a top speed of 25 knots.

On the big screen

The RNLI celebrated 175 years of saving lives at sea with a hard-hitting cinema commercial in September. *Working Conditions*, was shot on location on a roller coaster at Blackpool Pleasure Beach, in front of an aircraft at RAF Lyneham, and in a meat freezer to demonstrate the tough life of RNLI crews at sea.

The 60-second commercial, which went on release in cinemas across the UK and Ireland for two weeks, was shown in cinemas whose advertising is sold through Pearl and Dean and it is estimated that it was seen by one and a half million cinema goers. The commercial is intended to appeal particularly to the 18-30 age group which the RNLI sees as an important audience in its anniversary year.

New RNLI Treasurer

Iain Bryce, former chairman of the Humber Lifeboat Appeal, has been appointed Treasurer to the RNLI. Mr Bryce, who joined the RNLI Committee of Management in 1995, succeeds Sir John James, who has been appointed Deputy Chairman.

Bridlington born Mr Bryce is a former chairman of the Bridlington Branch and was chairman of the Humber appeal from 1992-96. The appeal raised the funds for new Severn class lifeboat named *Pride of Humber* for the only full time lifeboat station in the RNLI at Spurn Point on the Humber.

A chartered accountant since 1959, Mr Bryce was a partner with Ernst & Young, and former firms, between 1966 and 1994, and still holds a number of business directorships.

After completing his National Service with the Royal Engineers, between 1959-61, Mr Bryce became involved with the Territorial Army, where he reached the rank of Colonel as Deputy Commander of the 29 Engineer Brigade, retiring in 1981.

In 1977 Mr Bryce was appointed a Deputy Lieutenant of the County of East Riding of Yorkshire.

The Lifeboat is published four times a year and is sent free to RNLI Members and Governors. The next issue will be Winter 1999 and will appear January 2000.

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

Photographs intended for return should be

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

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

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

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

A grand finale



Photos: © Sampson-Lloyd photography

RNLI crew members from Brighton, Littlehampton and Poole took part in two displays at the last ever Royal Tournament at Earls Court on 22 July. The arena was filled to capacity for the evening performance, and was almost full for the afternoon show.

A total live audience of more than twenty thousand people saw the two displays, which featured a dramatised reconstruction of the triple medal Brighton Palace Pier rescue. Silver medallist, Richard Pearce, and Bronze medallist, Martin Ebdell, were among the crew taking part. The Brighton crew and a crew from Littlehampton, with Anne Millman (Poole lifeboat crew and RNLI Youth Promotion Manager) making a guest appearance. The two crews battled it out, with vocal support from the audience, to see who could be first to reach their 'station' after being paged, get into their drysuits,

lifejackets and helmets and board their lifeboat.

The dramatic highlight was a filmed reconstruction of the rescue, taken from the RNLI video 'Lifeboats 2000', which was projected on to a giant screen. At the end of the reconstruction the Brighton Atlantic lifeboat emerged from the darkness into the spotlight, and the crews acknowledged the cheers and applause from the crowd as they were towed out of the arena.

Also participating was one of the women rescued from under the pier by the Brighton lifeboat, Vicky Stone. The other survivor was too traumatised by her ordeal to take part, but another friend of Vicky's, Claire Parkhouse, stood in for her.

Once again, the RNLI was fortunate to have the services of BBC sports commentator, Barry Davies, who also provided the commentary for the flotilla at Poole Quay on 23 June.

Flotilla video in production – last chance to buy 175th Anniversary Special

The RNLI public relations team has been inundated with requests for a video of the 175th anniversary flotilla which took place in Poole Harbour on 23 June.

The event was filmed and a video will be released at a future date. The RNLI's Video Production Manager, Edward Mallinson, is a one-man department and has other projects which must be completed before he can get to work on editing the video. But rest assured that a video will be made available in the near future. Watch this space for further details.

In the meantime, there are just a few copies left of the special 175th ANNIVERSARY COMPILATION video. This

features the first film made for the RNLI to celebrate its centenary in 1924, *SAVED BY A MOTOR LIFEBOAT*; the 30-minute *LIFEBOATS 2000* – the RNLI's latest video offering – plus material specially produced for showing at the London International Boat Show earlier this year. This video, packaged with a cover bearing the 175th anniversary logo, would make an ideal stocking filler for a lifeboat supporter and costs just £5.00.

To order the compilation video, please send a cheque for £5.00, made payable to RNLI Enterprises Ltd, to PPIM/VIDEO, RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ

Steam away with first prize

With the help of Venice Simplon-Orient-Express we have a journey of a lifetime for the winner of the Winter lifeboat lottery – a trip for two on the glamorous Orient-



Express, plus £400 spending money.

The winners will depart from London aboard the British Pullman and travel to the coast. Once they have crossed the channel they board the famous blue and gold wagons of the Orient-Express. From luxurious apartments, the lucky winners can savour the panoramic views of France, Switzerland and Austria until they finally reach their ultimate destination – Venice. Here

they will stay for two nights, free to relax and explore this wonderful city. In addition, the spending money will allow winners to fully enjoy all that Venice has to offer.

If you would like the opportunity to win this great prize, remember to return your tickets to RNLI HQ before 14 January 2000. If you would like to receive tickets or if you would like more tickets, please ring Rebekah Rose who will be pleased to help. Contact her on (01202) 663219, 8.30am-5pm weekdays.

Changes to lottery mailing

Recently lifeboat lottery tickets have been sent to our supporters in the month prior to the mailing of *The Lifeboat* magazine. In the future, however, lottery books will be sent out over a longer, eight-week period.

This should help to reduce administration costs and ensure that we handle the returned tickets in a more prompt manner. So, if you haven't received your Winter lifeboat lottery tickets, please don't worry, they should be with you by the end of October.

Should you have any queries regarding the above, please do not hesitate to contact Rebekah Rose at the RNLI headquarters on (01202) 663219. She will be happy to help you.

Summer visitors

Among the tens of thousands of visitors welcomed this summer by stations throughout the RNLI, there have been at least two who have caused heads to turn. Cheri Blair, wife of the Prime Minister was in Lyme Regis, Dorset, on 11 June to name a traditionally-built boat at the Lyme Regis Marine



Centre and also made time to call in at the lifeboat station where she was welcomed by the honorary secretary, Tim Zair. One of the crew who is taking part in the South African Cycle Challenge found her to be a very generous sponsor.

Meanwhile, two days earlier, HRH the Prince of Wales also had time to pay a visit to the lifeboat station when he opened the new deep water basin at Eyemouth on the east coast of Scotland. He is seen here aboard the station's Trent class, talking to Coxswain Jim Dougal and his crew.

End of a class act

The very last Waveney class lifeboat in the RNLI fleet, *Margaret Graham*, sailed from her mooring at Amble lifeboat station on 24 July under the helm of her retiring coxswain, Rodney Burge MBE, to take up a new role as pilot boat for Whitby Harbour Board. She left in her wake a proud history of lifesaving by a 22-strong fleet of 16-knot Waveney class which first saw service in 1964.

The class, which was based on a 44ft US Coast Guard design, was effectively the first of the 'fast' all-weather lifeboats to be adopted by the RNLI. Along with the Arun class, the Waveney became the highly reliable workhorse of the lifeboat service in the last three decades, answering 7,000 calls and saving 2,800 lives.

Although lacking the comfort of the enclosed wheelhouse of the modern all-weather boat, and with a lively tendency at sea which could sometimes test the sturdiest of sea-legs, she was a boat much loved by her crews who regarded the Waveney as a very fine sea boat.

The faith they placed in this design has been plain to see from the accounts of bravery medals won in the pages of *The Lifeboat* over the years. The overall tally for Waveney coxswains and crew stands at six Silver medals and 14 Bronze. One example is depicted here by the distinguished marine artist, David Cobb, When Coxswain/Mechanic Ian Johnson of Troon was awarded the Silver medal for rescuing five men from the stricken dredger, *Holland I*, in a gale and 20ft seas on 12 September 1980.



A piece of D action



RNLI Director, Andrew Freemantle, is always keen to get in the thick of it and get his hands dirty – and recently he got thrown about and drenched when he tried his hand at shearwater rafting.

Andrew (pictured front row second right) successfully negotiated the wild white waters of the mighty Zambezi River in July in nothing more than a rubber raft and still lived to tell the tale. Who knows, perhaps he will try for the local lifeboat crew next?

Visitor rescue re-enacted at Whitby

On August Bank Holiday Sunday thousands of supporters gathered all along the route from the Whitby Lifeboat Museum to Robin Hood's Bay to witness the re-enactment of the area's most famous rescue.

In 1881, the area was blanketed in snow, the bitter cold winds were howling and the only sources of power were men and horses, when the lifeboat had to be pulled overland in order to rescue the crew of the brig *Visitor*.

In 1881, the effort was helped by teams of farm horses, used in shifts along the route. But working horses are rare in 1999, so just four shire horses, loaned by Bass breweries, were enlisted to help the 100+ human volunteers – both men and women - all sponsored to take part in a day of hard work and high drama.

The re-enactment took over nine hours from start to finish. At least three thousand pounds was raised from street collections en route. The final result will not be known until all the sponsorship money comes in. More details in the next issue.



New eras



22 May 1999 – More than 400 people braved force 7 winds to take part in a double celebration at Blackpool when RNLI Chairman, David Acland, using 175th Anniversary Ale, christened the station's new Atlantic 75, Bickerstaffe, in memory of the first coxswain at Blackpool, Robert Bickerstaffe. A short time afterwards, The Mayor of Blackpool, Councillor Bill Burgess, unveiled a plaque to mark the official opening of the new boathouse and visitor centre (featured in the Winter 1998/9 issue of *The Lifeboat*).



23 May 1999 – Sharon Parke anoints the new Hunstanton Atlantic 75 with Champagne as she names the £71,000 lifeboat, DJS Haverhill, in memory of her late uncle, David James Sisson. He had been a volunteer fundraiser in Haverhill, Suffolk, in his lifetime and left money in his will for a new lifeboat. An anonymous National Lottery winner provided a similar amount towards the cost of the boat and local fundraising made up the difference.



12 June 1999 – Crowds around Newbiggin lifeboat station in Northumberland witness the opening of the refurbished and extended boathouse when former station honorary secretary, Jack Smith, unveiled a plaque to mark the occasion. The original boathouse built in 1851 is still part of the station but a new two-storey extension provides crew changing and training facilities.



20 May 1999 – A major engineering feat, the completion of the new pierhead lifeboat station and slipway at Cromer, was celebrated inside the boathouse with the help of the Bishop of Norwich, the Very Reverend Peter Nott, RNLI Deputy Chairman, Roly Franks, Beeston Hall school choir and 200 guests including donors and their representatives who had helped to fund the £2.8 million project.

Photo : Eastern County Newspapers Ltd

Outstanding rescue

Helmsman Thomas Freeman of Mablethorpe has been awarded this year's Maud Smith award for the outstanding act of lifesaving during the previous year. Maud Smith made a bequest in 1943 to provide a small sum of money and a certificate for the chosen lifeboat crewmember. The certificate comes in addition to the Bronze Medal already won by Tom Freeman after he and his crew rescued two people and their fishing vessel, close inshore in heavy surf and freezing conditions

Model makers

Maureen La Frenais, RNLI Display & Visits Co-ordinator is revising the current list of lifeboat model-makers. If you wish to have your details included, write to Maureen at the RNLI headquarters in Poole. Please include any current or past projects that you have done, and donations of photos - or models will be gratefully received!

Top design award

The new North Berwick lifeboat station building has won a commendation in the 1999 Civic Trust Awards, presented for the best environmental designs in the UK. The RNLI has a growing reputation for award-winning designs and this latest commendation was given for 'the care and attention to detail contained in the small two-story building and the design, which blends in well with the existing streetscape.'

Preserving all you value

With six out of every ten lifeboat launches made possible by legacies, the generous people who remember the work of the RNLI in their Will provide a vital lifeline for the next century.

The people shown here have been kind enough to include a legacy gift to the RNLI in their Will.

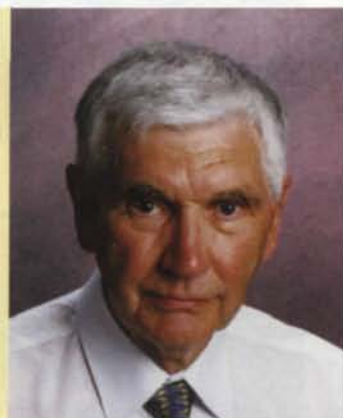
Mr and Mrs Bacon were among the first Shoreline members, Mr Kennedy has supported the RNLI since he first

all of them, it was natural to include a legacy gift to the RNLI in their Will. Please consider joining them today.

Your legacy, however large or small, will enable the RNLI to plan ahead and help

"I have been involved in yachting since I was five, so I have been well aware of the lifeboat service – and reassured by the knowledge that it was there – for a very long time"

Mr Kennedy, Glasgow



"We admire the dedication of the lifeboat crews and their bravery. Since we have always sailed as a hobby and are Shoreline members we naturally included the RNLI when making our Will"

Mr & Mrs Bacon, Dorset

For your free copy, simply fill in the coupon or telephone John Marshall, our Legacy Enquiries Officer, on 01202 663032, quoting reference LJ9/10.

sailed in 1927, and Miss Rampton is one of our Life Governors. They are 'ordinary people' just like you.

Their admiration of the volunteer lifeboat crews meant that, for

future lifeboatmen and women to continue to save lives at sea.

We have produced a special booklet which tells you more about how you can help secure the future of the

lifeboat service and the essential work of our volunteer lifeboat crews.

"I have immense admiration for the crews... they deserve the very best equipment to help them carry out the task for which they so selflessly volunteer"

Miss Rampton, Surrey



I would like to know more:

Please send me a copy of the RNLI's guide to Wills and legacies.

Mr/Mrs/Miss/Ms/Other _____

Address _____

Postcode _____

RNLI membership number (if applicable) _____

Branch or Guild you belong to (if applicable) _____

Please return this form to:
John Marshall, Legacy Enquiries Officer,
RNLI, FREEPOST, West Quay Road,
Poole, Dorset BH15 1XF.

Thank you.

LJ9/10



Lifeboats
Royal National Lifeboat Institution
Registered Charity No. 209603

Environmental disaster prevented

Bronze medal for Thurso Coxswain and awards to Thurso and Longhope crews



Thurso lifeboat Coxswain William Farquhar has been awarded the RNLI's Bronze Medal for bravery for his part in an incident involving the burning chemical tanker *Multitank Ascania* in March. Coxswain Farquhar managed, with his 16m Arun class lifeboat, to take the 102m-long tanker in tow as it drifted out of control towards Dunnet Head.

The RNLI's Inspector of lifeboats for Scotland, John Caldwell said in his report that the incident could have involved loss of life and a major ecological disaster.

At 0305 on 19 March, Coastguards at Pentland received reports of an engine fire aboard the 102m-long chemical tanker *Multitank Ascania*. The casualty was carrying 1,750 tonnes of the highly flammable vinyl acetate monomer. The chemical is extremely irritating to the eyes, skin and lungs, and the vapour can be narcotic.

The master of the *Multitank Ascania* reported his position as three miles northwest of Stroma in the Pentland Firth. The Longhope Tyne class lifeboat *Lord Saltoun* launched at 0321. At the same time, the RAF Sea King helicopter was scrambled from Lossiemouth.

Twenty minutes later, it was established that

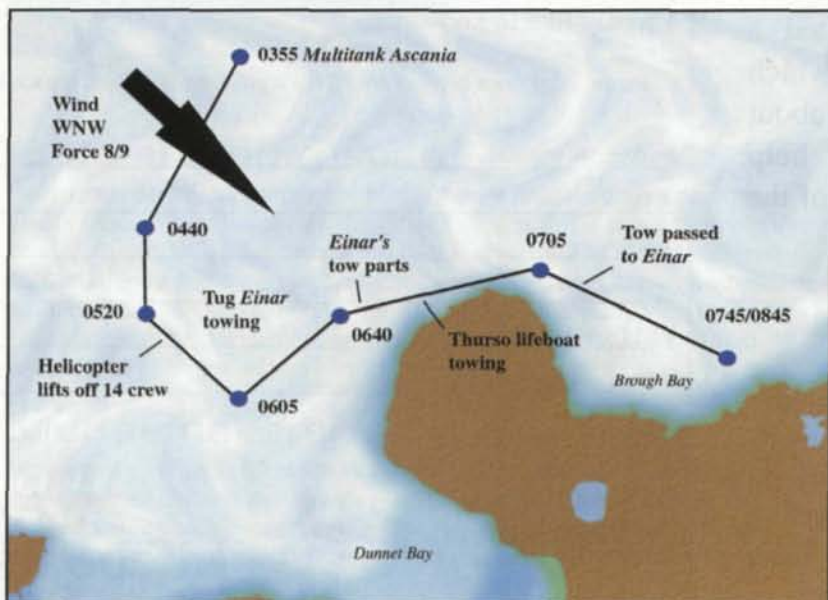
the reported position of the casualty was, in fact, three miles north-west of

Dunnet Head; there were 15 people on board, the vessel was disabled and drifting seven and a half miles North of Scrabster Harbour. At 0355, the Thurso Arun class lifeboat *The Queen Mother* left her berth with Coxswain William Farquhar in command. He had eight crew on board in case some were needed to board the casualty to rig a tow. Weather conditions were severe – with a two metre swell, very rough seas, hail showers and a WNW gale blowing Force 8-9, preventing the lifeboat proceeding at full speed.

Difficult

At 0420, as the Thurso lifeboat approached the scene, the Longhope lifeboat fell off a large wave, and Mechanic John Budge fell, breaking his leg. The Longhope lifeboat left the scene to land him at Scrabster. The RAF helicopter arrived on scene at 0431 and assessed the possibility of lifting off non-essential personnel. But after a practice run, it proved difficult to place the winchman aboard the violently rolling casualty.

Coxswain Farquhar offered to put a line on board and tow the casualty head to sea to reduce the motion, but no-one on board the casualty was prepared to assist. Eventually the helicopter managed to get a hi line on to the casualty and lifted off 14 crew, leaving behind the master, who wished to remain with his



LIFEBOAT SERVICES

ship. By this time the fire was getting worse, the casualty had been drifting southwards and, as the tide decreased, she was being set directly into Thurso Bay.

The Orkney Harbours tug *Einar* made an attempt to take the casualty in tow. The Thurso lifeboat picked up a line, which the master had dropped over the side, and passed it to the tug. By 0610 the line was secured and the *Einar* began towing the casualty bow to bow.

But half an hour later, as the casualty was being towed to the northeast, the tow line parted and the master of the *Einar* reported there was nothing else he could do. The master of *Multitank Ascania* was ordered to put on a lifejacket and let go his anchor. The Coastguard helicopter was scrambled from Stornoway to lift him from the casualty. Meanwhile the tanker was drifting ever closer to Dunnet Head.

Catapulted

Coxswain Farquhar manoeuvred the Thurso lifeboat close to the casualty and his crew managed to grab the floating mooring rope and establish a tow. Since the anchor had been let go, Coxswain Farquhar had to use full power on both engines. In 6m seas, the lifeboat was pitching and rolling violently, causing both propellers to come out of the water at times. This, combined with the elasticity of the mooring rope, caused the lifeboat to be catapulted towards the casualty several times.

It first appeared the efforts of the Thurso lifeboat were having little effect. At one point the casualty was less than 400m away from the rocks at Dunnet Head. But by 0705 it was clear the lifeboat was making progress and the casualty was at last clearing the coast.

Throughout this operation the Longhope lifeboat, which had returned to the scene, stood close by the casualty in case the master needed to be taken off in the event of the tow parting. At 0740 the tug *Einar* again took up the tow, but the anchor was still holding. The tug could not use full power for fear of the tow parting again.

Coxswain Farquhar had requested that two of his crew be put aboard the casualty to assist in rigging a proper tow. However, the Divisional Inspector advised that no RNLI crew should board the casualty due to the risk of explosion.



Evacuated

The Master was winched off at 0819. He reported the fire was still burning and that the cofferdam, between the engine room and cargo, had been flooded to prevent the fire spreading. With all personnel evacuated, the coastguard declared a two mile exclusion zone, and the two lifeboats left the area. The following day, salvage experts went aboard and found the fire extinguished. The casualty was then towed to the sheltered waters of Scapa Flow that evening.

John Caldwell, RNLI inspector of lifeboats for Scotland said:

'Coxswain Farquhar and his crew displayed outstanding skill and seamanship in manoeuvring the lifeboat and picking up the floating mooring line and establishing a tow in very rough seas.'

He added, 'All the rescue units involved in this service worked together in an extremely professional manner and it was the teamwork of all involved that resulted in the successful outcome to an incident that could have involved loss of life and a major ecological disaster.'

The RNLI's Executive Committee also agreed that Thurso 2nd Coxswain William Munro; Assistant Mechanic Duncan Munro, and crew members Gordon Munro, Donald MacKay, John Webster, James Brims, Kevin Oag and Scott Youngson be presented with medal service certificates and badges. Framed letters of appreciation, signed by the Chairman of the RNLI, go to Coxswain Ian McFadyen and the crew of the Longhope lifeboat, the captain and crew of RAF helicopter Rescue 137, and the master and crew of the tug *Einar*. A letter of appreciation signed by the RNLI's Director will be sent to the master of the *Multitank Ascania*.

Above – Thurso and Longhope lifeboats stand by with the Orkney Harbours tug, *Einar*, as 14 crew members from *Multitank Ascania* are airlifted to safety by the RAF Sea King helicopter from Lossiemouth
Photo: J Mathieson

LIFEBOAT SERVICES

Three saved after 11 hour service to yacht

Thanks on Vellum for Cromer 2nd Coxswain



Cromer lifeboat 2nd Coxswain Billy Davies received the Thanks of the Institution inscribed on Vellum for saving the lives of three crew and their yacht after an eleven hour service in severe weather conditions. An 11m yacht was drifting out of control towards shoal water and oil rigs off Cromer. Her crew were overwhelmed by the conditions. With two merchant vessels providing a lee, the lifeboat managed to take the yacht in tow, and take boat and crew safely to Great Yarmouth.

At 0030 on 6 November 1998 Great Yarmouth Coastguard requested Cromer lifeboat to launch to the 11m auxiliary yacht *Tange* of Whitby, 16 miles off Cromer. The yacht was without power and drifting further out to sea towards shoal water and gas rigs. Winds were WNW Force 8, with a rough sea. The crew of three was finding it impossible to make progress under sail, and were being overcome by the situation.

The Mersey class lifeboat *Her Majesty the Queen*, on temporary station duty while Cromer's new boathouse was under construction, launched from the beach at Cromer at 0050, with 2nd Coxswain Billy Davies in command. He had taken two additional crew members along due to the likelihood that two of his crew would have to be put aboard the casualty. It was a bitterly cold night and, as the lifeboat cleared the lee of the land, conditions deteriorated and the sea became very rough, making conditions on board the lifeboat very unpleasant.

Two of the merchant vessels, which had responded to a Mayday relay, were asked to provide a lee for the casualty and monitor her situation until the lifeboat arrived.

The lifeboat arrived on scene 55 minutes after launching. The casualty was rolling violently, starboard beam on to the sea. The heads' l was still rigged and the bow paid off to leeward every time a gust blew. Communications had been established with the yacht, and it became clear that the three individuals on board were not in a position to help themselves.

2nd Coxswain Davies decided the safest option would be to put two crew aboard the yacht and establish a tow. But the erratic movement of the casualty made putting crew aboard very difficult. With the ferry *Norbay* maintaining a lee, the lifeboat manoeuvred from leeward of the casualty to her starboard quarter on the weather side. From here she could edge close enough for crewmen

John Davies and John Balls to jump aboard.

Frightened

Once on board the casualty, the lifeboatmen found the yacht crew frightened and cold, but otherwise unharmed. John Balls and John Davies then began to prepare the yacht for a difficult tow. Realising that care at this stage would prevent the tow parting later, the crewmen spent twenty minutes preparing a bridge, which ran from the bow, down both sides of the yacht and was made fast to strong points on the deck aft of amidships.

Once ready, they signalled the lifeboat to make another approach. Once in position a heaving line was passed with a towline attached. The line was successfully transferred and the tow made fast. The tow began at 0219. 2nd Coxswain Davies decided to make for Great Yarmouth, 40 miles away, as the closest safe haven. The ferry *Norbay* agreed to escort the lifeboat to provide a lee until more sheltered conditions were reached. The second merchant vessel *Stefan K* was released at 0222.

Difficult

During the initial stages of the tow, conditions were difficult. The lifeboat was beam on for most of the time and the sea was breaking over her on occasions but despite the conditions the yacht towed well. The two lifeboatmen on board took turns to steer, and by 0420 the tow was within four miles of the coast at Cromer. Coxswain Davies was happy to release the *Norbay*.

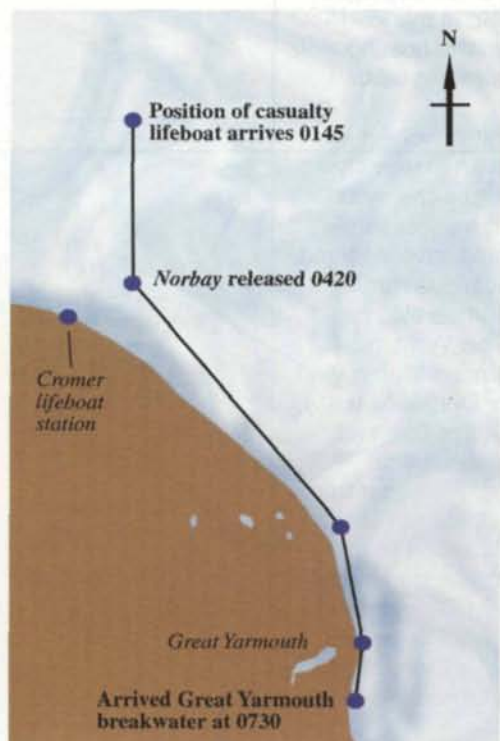
Keeping close to the coast, the lifeboat continued its passage to Great Yarmouth, arriving at the harbour entrance at 0730 – five and a half hours after the tow had begun.

At 0917 the lifeboat sailed for Cromer and was refuelled and ready to launch at 1201 – eleven hours after launching.

Martyn Smith, Divisional Inspector of lifeboats for the East, said:

'This was an eleven hour service to a yacht in danger of foundering off the exposed coast of North Norfolk. Coxswain Davies exhibited a high standard of seamanship and considerable initiative. All the crew demonstrated the necessary skills required to achieve a successful outcome in poor weather conditions.'

Seven crew members are to receive Vellum service certificates, and a letter of appreciation from the Director of the RNLI will be sent to the masters and crew of two merchant ships which assisted in the rescue. The crew members are Assistant Mechanic John Jonas, 2nd Assistant Mechanic Gary Humphrey, John Davies, John Balls, Adrian Woods, Paul Jeffries and Giovanni Vanzino. For crewmen Jeffries and Vanzino it was their first night-time service on the all-weather lifeboat.



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LIFEBOAT SERVICES

Saved on the edge of operating conditions

Two Vellums awarded to Torbay crew



Two Torbay lifeboatmen, Helmsman Nigel Crang and crew member Simon James have been awarded the RNLI's Thanks on Vellum for saving the lives of three young men who were cut off by the tide at Roundham Head, Paignton. A third lifeboat crew member, Nick O'Brien, received a framed letter of appreciation signed by the Chairman of the RNLI.

Torbay lifeboat station was alerted that three teenagers had been cut off from the mainland after taking shelter in a cave while trying to escape from the fast incoming tide. The inshore lifeboat crew managed to reach the three young men despite the precarious tides and limited access available. Through skilful manoeuvring they were able to enter the cave and recover the three boys minutes

before they would have been swamped by the fast-rising tide.

At 1914 on 19 April 1999 Brixham Coastguard informed Torbay lifeboat station that three teenage boys were cut off by the tide in a cave at Roundham Head, three and a half miles north-west of the lifeboat station. The 16ft D class lifeboat *Spirit of the RPC* launched at 1921, just five minutes after the crew was paged and, with Nigel Crang at the helm, reached the scene within five minutes. Weather conditions were south-easterly winds Force 5-6, with moderate to rough seas and a 3m swell. It was just half an hour before sunset, and one and a half hours to high water springs.

After spotting the white shirt of one of the casualties,

Nigel Crang approached the small cove slowly to assess the situation. The cove was 7m wide with a large flat rock at its centre. Behind the rock was a 2m patch of water, then a narrow patch of sand in front of an

overhanging cliff, making up the shallow cave. Crewman Simon James suggested he should land to assess the casualties. Risking being dashed against the rocks, he slid over the side of the boat during a lull in the swell and quickly swam round the rock and into the cave. He found the casualties uninjured.

Knowledge

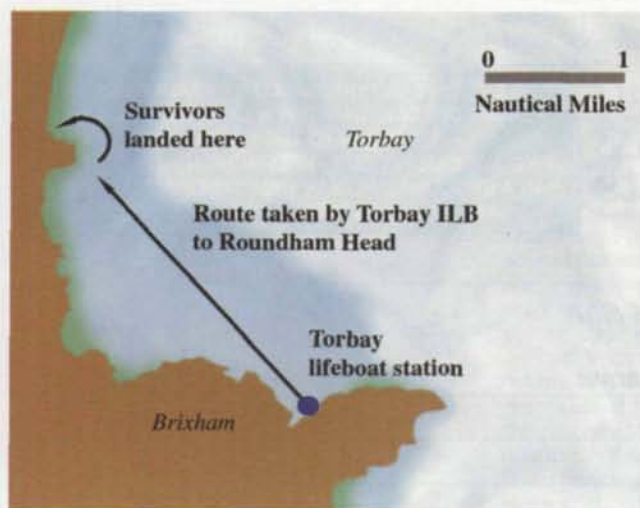
At this time Nigel Crang and crewman Nick O'Brien attempted to veer down into the gap between the rock and the cliff edge. They informed the Coastguard that if they were unsuccessful they may be unable to rescue the casualties and would need helicopter support. Using local knowledge, they placed their anchor on the edge of the reef, then attempted to veer down to the casualties, passing through a gap barely wider than their lifeboat between the rock and the base of the cliff. However, a combination of backwash, sidewash and a lack of water between swells, and swells breaking through the D class, caused Crang to abort his attempt to pick up the casualties.

At 1938, the Coastguard auxiliary on scene reported that conditions were "bad" for the D class and the Coastguard helicopter was scrambled from Portland. The D class crew was told the helicopter was due on scene within 20 minutes, although it was uncertain a helicopter winchman would be able to effect a rescue past the overhang of the cliff face.

Nigel Crang realised that at the speed the tide was rising, the casualties would be washed out of the cave before the helicopter arrived, with nowhere to go. Torbay's Arun class lifeboat launched at 1946 to provide cover for the D class.

Opportunity

Judging that there was a flat period in the swell every three to four waves, Nigel Crang placed the D class on top of the rock. Simon James thrust one of the casualties on board and the lifeboat backed off as the next wave refloated it. Waiting for the next flat period,



Stop Press... Stop Press... Stop Press... Stop Press... Stop Press... Stop Press...

Collision Aftermath

The collision between the cruise liner *Norwegian Dream* and the container vessel *Ever Decent* off the coast of Kent in the early hours of Tuesday 24 August 1999 comes as a sharp reminder of how important it is to be prepared for large-scale evacuations. Fortunately on this occasion, the liner was able to limp to Dover and land her 2,000 passengers safely. However, the fire aboard the container ship which is still not confirmed as extinguished as we go to press three days after the collision, kept the crews of Margate, Ramsgate and Dover lifeboats at sea for 36 hours.

We hope in a future issue to include a full account of the lifeboats' involvement which at one point required the Ramsgate lifeboat to take



Above - Dover's Severn class stands by as tugs struggle to put out the fire on *Ever Decent*. Below left - The considerable damage to the container ship. Photos: © Mike Pett



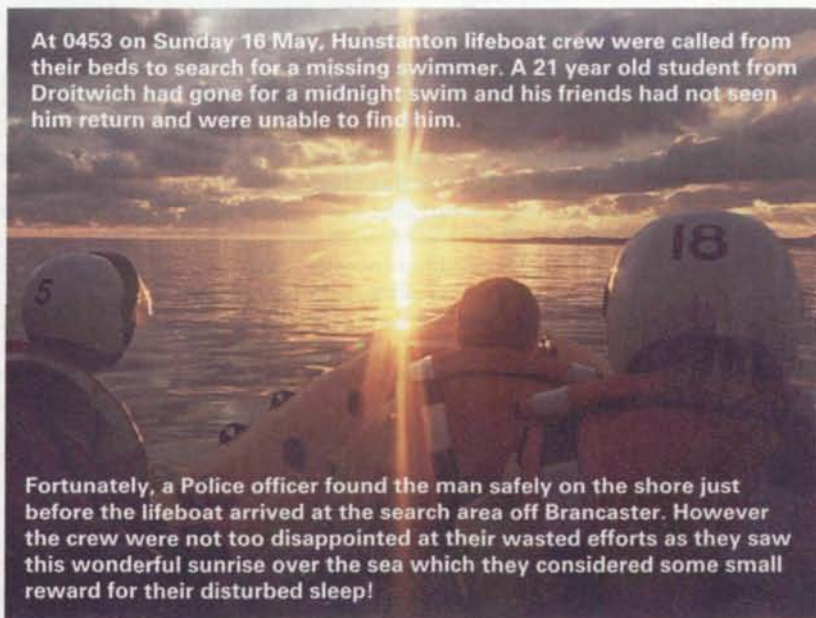
six non-essential crew off the *Ever Decent* as the fire was threatening to spread. Had a mass-evacuation of the cruise liner been necessary, the Dover Severn class is capable of carrying 185 survivors, the Ramsgate Trent 102 and the Margate Mersey 61. Lifeboats stationed along the Channel coast regularly participate in disaster exercises arranged by the Maritime and Coastguard Agency.

Crang again placed the D class on the rock, intending to pick up the next casualty – but seized the opportunity to grab both casualties and Simon James into the boat. With six people on the small inflatable, Nigel Crang managed to turn into the sea just as a particularly large swell broke through the boat. This wave would certainly have capsized the boat if it had not been head to sea.

The casualties were landed at Paignton and with the wind now increased to a Force 8, the D class had to shelter in the lee of the Arun to return to the lifeboat station.

Deputy Divisional Inspector of Lifeboats for the South said 'This rescue saved the lives of three young men, it was conducted on the very edge of D class operating conditions. Calm thinking, excellent application of local knowledge and fine boat handling skills all contributed to this successful service. They showed teamwork, persistence, seamanship and courage. The D class lifeboat proved itself again to be most versatile close inshore against rocks.'

At 0453 on Sunday 16 May, Hunstanton lifeboat crew were called from their beds to search for a missing swimmer. A 21 year old student from Droitwich had gone for a midnight swim and his friends had not seen him return and were unable to find him.



Fortunately, a Police officer found the man safely on the shore just before the lifeboat arrived at the search area off Brancaster. However the crew were not too disappointed at their wasted efforts as they saw this wonderful sunrise over the sea which they considered some small reward for their disturbed sleep!

The day bells sang out for Blogg's boys

Philip Thouless looks back 65 years to when he witnessed one of the finest hours of Cromer lifeboatmen – led by the renowned Coxswain Henry Blogg.

At 0400 on 13 December 1933, Cromer lifeboat got the call for help. A bitterly cold easterly gale had sprung up, bringing a real taste of Arctic conditions to the East coast town, creating gusts of up to 62mph. Famous coxswain Henry Blogg instinctively had slept none too well.

Blogg scrambled into his clothes and the town became alive as the lifeboatmen ran for the pier through driving rain. The boathouse was filled with activity and noise as the men donned oilskins and belts. The engines burst into life and the *HF Bailey* slid down the slipway into the angry seas.

Drenched

The call was for the sailbarge *Glenway*. With two men and a boy on board she had been driven ashore at Happisburgh. She was in too shallow water for the lifeboat to approach so Blogg stood by until dawn when the barge was high enough on the beach for the men to get ashore. As there was no hope of rehousing the lifeboat at Cromer and it was now 0800, Blogg decided to carry on to Gorleston and refuel. Wave after wave swept the boat and the cold and drenched clothing made every man long for shelter.



Cromer lifeboat – H F Bailey

mate worked in driving rain to stop the drift but it was to no avail. By now water was spilling over the deck and, as the crew took to the rigging, the barge struck bottom and grounded in a rush of foam.

Coastguards alerted the reserve lifeboat *Alexandra*. A scratch crew of lifeboatmen and fishermen assembled, and were joined by volunteer launchers. Many launchers were waist deep in the icy sea before the boat was pushed into the waves. But despite the terrific effort she was flung back onto the beach, spilling her crew into the surf. She was again launched. This time she was afloat, but in spite of much swearing, pulling and panting, she was once more tossed onto the beach. The lifeboat was then hauled half a mile along the beach and, by double banking some of the oars, she was launched.

Desperate

Cromer townfolk were on the beach helping and praying for the two cold, desperate men on the barge. The spray and wind threatened to tear them from the rigging. The lifesaving team were in action – three lines had been fired only to be blown back. The fourth, however, had fallen across the stern of the barge. The captain and the mate climbed down into the spray and together got the line into the rigging.

Fate was against them. As they dragged the lifesaving rope, the struggling lifeboat was swept past by the force of the sea and fouled the rope, which parted. Cheers of the watchers were now replaced by groans as the lifeboat, for the third and last

time, was flung onto the beach. The two men in the rigging climbed higher to escape the bitterly cold sea and the hatchway burst open flooding the hold.

Distance

The Coastguard had tried in vain to contact *HF Bailey*, and had alerted Gorleston, who had sent out their lifeboat to meet Blogg. Meeting eight miles out, Blogg was now faced with a return journey of 20 miles in the face of a fierce, freezing gale.

For three and a half hours they battled north against seas that continually tried to snatch the entire crew overboard. Blogg said that this was the worst journey of his 24 years experience as coxswain. When the people on Cromer cliffs saw the lifeboat returning in the distance, cheer after cheer was heard. This cheer brought new life to the lifeboatmen who had almost given up the struggle to live as they were so numb from exposure.

The *Sepoy* was 200 yards from the beach in an area filled with a seething mass of water.

Dashed

Blogg's hopes of anchoring to windward and drifting down on the wreck were dashed as he realised he would foul the *Sepoy's* anchors and cables. The only possibility was to get the lifeboat alongside the barge on the beach side, the biggest danger being that a wave might catch them when they turned broadside. Blogg tried to get between the barge and the breakers but the force of the water was too powerful and the lifeboat was swept past the wreck. Once more Blogg tried and failed...

Blogg, seeing the *Alexandra* on the beach, knew she had tried and failed. So in spite of the great strain he had endured since 0400, he brought the helm round and moved in once more. This time they were close enough for a grapnel to be flung which caught in the rigging and was fastened.

But a mountain of water picked up the *HF Bailey* and smashed her into the *Sepoy*, holing the lifeboat and breaking the line. Blogg realising that the men had been exposed to icy water and wind for eight hours and could not last much longer, took the only chance left. He swung his boat and, from the lee side, pointed his bows at the barge driving straight at the wreck. The lifeboat's bows rose on a wave and crashed down onto the *Sepoy*, holding just long enough for the barely conscious mate to be dragged aboard. Before they could reach the captain an enormous sea lifted the *HF Bailey* and swept her off the *Sepoy*.

Blogg had no wish to repeat the dangerous manoeuvre but had no choice. For a second time, by brilliant seamanship, he drove the lifeboat on to the wreck and the captain was snatched to safety. Again the sea lifted the lifeboat off but with her stem now broken off, sea was pouring in her sides.

Decision

Blogg was faced with another decision – he was short of fuel and Gorleston was 28 miles away. The journey might prove fatal to the rescued men and the lifeboat crew were exhausted after their 12 hour ordeal. Blogg decided to bring the *HF Bailey* round and beach her. With a grinding jolt she grounded and men ran into the icy sea to steady her with ropes. The *Sepoy's* men were helped out of the lifeboat and the mate was taken to hospital.

Henry Blogg and his men were cheered and from Cromer's church tower came a crash of bells that pealed in joy and pride for her lifeboat crews.



The famous Henry Blogg.

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International Gathering


175 years
of saving lives at sea



The week of midsummer 1999 will be remembered for a very long time by thousands of lifeboat people from the UK and Republic of Ireland and right around the world...



The unprecedented spectacle of the lifeboat sail-past at Poole Quay on Wednesday 23 June, was the pinnacle event of both the RNLI's 175th anniversary celebrations and the 18th International Lifeboat Federation Conference, hosted by the RNLI during that week.



An estimated 10,000 people, including supporters from all reaches of the RNLI and over 120 delegates and partners of the conference, lined the quay or boarded boats to witness the historic event. What exactly had they come to see?

In essence, it was a celebration of 175 years of nationally co-ordinated life-saving at sea which had begun in 1824 with the foundation of the RNLI and which has since spread worldwide. The years and the countries involved were represented by a flotilla of 48 lifeboats, some of them veterans of the past, others at the forefront of technology. Seventeen had made the journey from overseas and the rest were RNLI.



The parade began with the moving sight of ten men at the oars of the 1887-built *Queen Victoria*, a magnificently restored 35ft pulling lifeboat which saw service for 15 years at Bembridge on the Isle of Wight. She was immediately followed by one of the newest lifeboats in the RNLI



fleet, the 17th Severn class, *Fraser Flyer* (Civil Service No 43), helmed by the last man to be awarded the RNLi Gold Medal for bravery, Coxswain Mechanic Hewitt Clark of Lerwick. Other medal winners took part in the parade including two other Gold Medallists, Superintendent Coxswain Brian Bevan of Humber and former Coxswain Mike Scales of St Peter Port, Guernsey.

The procession which followed was a feast for the eye, albeit clouded from time to time with a nostalgic tear. There was bright colour from the beautifully turned-out boats, there was intrigue in the widely varied design of lifeboats from different European countries, there were fond memories recalled by the graceful lines of the veteran boats and above all there was an overwhelming atmosphere of admiration and affection, both for the boats and their crews.



Left hand page

Main photo – RNLi operational lifeboats turn and sail past the quayside.

Photo: Michael Walsh, Committee of Management.

Inset – Poole's Quay becomes a hive of activity – buzzing with some 10,000 visitors

Bottom left – Norwegian historic lifeboat, *Colin Archer*, moors up alongside Waveney class, 44-001.

Bottom right – Gold medallists unite! – Left to right: Michael Scales (retired St Peter Port coxswain), Brian Bevan (Humber coxswain) and Hewitt Clark (Lerwick coxswain).

This page

Top picture – The beautifully restored pulling and sailing lifeboat, *Queen Victoria*, opens the flotilla closely followed by state-of-the-art Severn class lifeboat, *Fraser Flyer* (above right).

Left – Sweden's 12m lifeboat, *Ronald Bergmann*, followed by Canada's ex-RNLi Waveney class. Photo: Kees Brnkman.

International Gathering

continued...



Main photo top – Visitors form an orderly queue for the RNLI walk-through roadshow

Top Inset – Staff members become stewards (and crowd control!) on the day. Main photo bottom – After the flotilla, the *Queen Victoria* and her carriage are hitched to a team of Suffolk Punch horses before being paraded along the Quay. Inset right – The band of the Royal Marines entertain the crowds.

Photo: Kees Brinkman. Bottom right: Angela Kingsford, RNLI retail operations manager, wanders back and forth along the quayside selling ties and teddies.

There was much to contribute to the atmosphere, not least the music played by the band of the Royal Marines and the commentary by the well-known BBC sports commentator, Barry Davies, who gave his services free for the day. Two rescue helicopters, one from the RAF and one from the Coastguard flew past in salute at the end of the procession and this was followed by a ceremony on the quay to grant the RNLI the rare honour of the freedom of the Borough of Poole. The borough celebrates its 750th anniversary this year and it is also 25 years since the RNLI moved its headquarters to Poole.

The waterborne formalities were then signed off as all the RNLI operational lifeboats sailed away again up the channel and the last in the line, Poole's Brede class, scattered hundreds of rose petals on the water, in memory of all the lifeboat crewmembers from all over the

world whose lives have been lost at sea.

Lumps in throats swiftly became hearts in mouths as the Red Arrows burst onto the scene to pay a thrilling aerial tribute to the lifeboat service and to provide the most upbeat climax imaginable to a truly historic event.

But for the thousands of people on the waterfront, the day had still only just begun. Now all the lifeboats in the parade were moored along the quay, ready to take on board visitors.





There was much else to occupy the crowds throughout the day, including displays and demonstrations mounted by the RNLi depot and the 175th anniversary roadshow wagon, a self-contained interactive exhibition taking visitors on a journey through the

Main photo left – Visitors queue for a guided tour of the lifeboat.
Inset – The Red Arrows take time out of their busy schedule to put on a stunning display.
Bottom – Festivities carry on well into the night and lifeboats are left moored up alongside the Quay for all to see.

Photo: David Porter

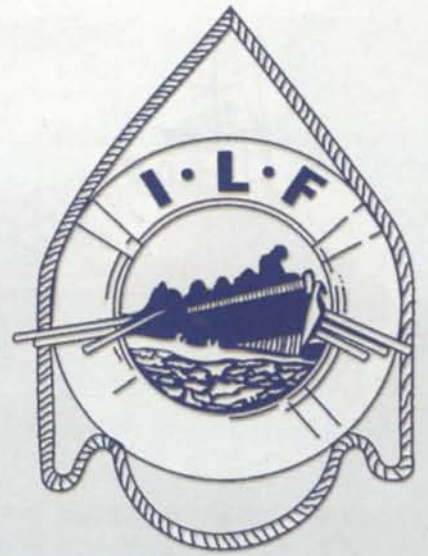
The quayside restaurants, bars and shops had all themed themselves with RNLi flags and decorations, the pulling lifeboat *Queen Victoria*, was now out of the water and had been drawn on her carriage by a team of shire horses to a position where she could be displayed on the quay.

different ages of the lifeboat service.

Even a fireworks display in the evening provided by the Borough of Poole to round off the day had RNLi connections as it was staged by a member of Brighton lifeboat crew who added some additional effects over and above his standard package, to ensure no-one would forget 23 June 1999.



The 18th International Lifeboat Conference



*Main picture – Lifeboats from all over the world on demonstration at sea during conference week: (front) Dutch Valentyn class lifeboat, Watersport; (middle) Norway's Emmy Dyvi class, Bergen Kreds; and (back), Finland's Rescue Cruiser, Ossi Barck.
Photo: Kees Brinkman
Below – Delegates from British Virgin Islands Search and Rescue (VISAR) study their agenda notes at the conference.
Photo: Sebastian Studios*

Delegates representing 27 different countries were given a very full programme to follow during the 18th International Lifeboat Conference held in the week of the flotilla at the Royal Bath Hotel in Bournemouth.

HRH the Duke of Kent, the RNLI President, declared the conference open at its first session on Monday June 21. In the course of the week some 50 papers were presented on topics

ranging from new lifeboat designs to search and

rescue concerns for countries large and small, to the need to encourage more countries to join the International Lifeboat Federation.

If anyone doubts the value of these four-yearly conferences, they only needed to have witnessed the flotilla on Poole quay to be convinced. There they would have seen in the parade two very solid examples of the fruits of





Above – International Lifeboat Federation representatives from 27 countries joined by HRH The Duke of Kent, William O'Neil, Secretary General of the International Maritime Organisation; RNLI Chairman David Acland and Director Andrew Freemantle. Left – The Duke of Kent addresses the conference. Below left – Federation representatives and crew members get a chance to look over each other's lifeboats and have a chat. All photos this page: Sebastian Studios

Dockyard. The then Minister for Shipping, Glenda Jackson, represented the government at the dinner.

One of the aims of the conference had been that all the hard-working lifeboat crews involved, both from home and abroad, should gain as much from the exchange of ideas and experiences as the delegates themselves. This was undoubtedly achieved by a programme which included a visit to the

Inshore Lifeboat Centre in Cowes, and evening parties generously hosted by Poole and Swanage lifeboat stations.



past international co-operation; first there was the original Waveney class lifeboat, 44-001, acquired by the RNLI from the US Coast Guard in 1967 and second an ex-RNLI Waveney in Canadian Auxiliary Coast Guard colours, ready to make the journey to the west coast of Canada for a new lease of lifesaving duty.

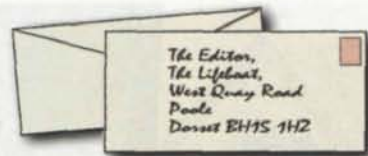
Events were not all confined to the conference hall. Delegates spent a day at RNLI headquarters where they were able to view the attendant lifeboats from other countries moored up on the depot quay and to meet the crews. On the same day they also took part in a series of seminars hosted by RNLI staff on operational, technical, sea safety, PR and fundraising topics.

The cost of the conference was defrayed thanks to the generosity of a number of commercial sponsors and one of the things this allowed was the use of the veteran paddle steamer *Waverley* throughout the week. It meant that the delegates could be taken to sea to view and experience the performance of the visiting lifeboats.

Another highlight of the week was a dinner for all the delegates and visiting crews hosted by the government's Maritime and Coastguard Agency aboard the restored 19th century ironclad warship *Warrior* in Portsmouth Royal Naval



Your Letters



email: thelifeboat@rnli.org.uk



Henry Greathead, creator of The Original, was commissioned to design and build lifeboats by the Lawe House Committee.

Famous five

In May 1995 I was rescued by Swanage lifeboat, with a helicopter and an inshore Atlantic standing by, from a yacht aground on the Kimmeridge ledge off the coast of Dorset. The tide was falling and the yacht in danger of breaking up on the rocks. I wrote to the RNLI to thank them, commented on the fantastic service provided, and also mentioned that I believed my family were in some way connected with the first lifeboats, though in what way I did not know.

The letter was published in *The Lifeboat* and prompted some correspondence with a Mr G Smith at the RNLI Zetland Museum in Redcar which houses the *Zetland*, built in 1802 and no. 11 of Henry Greathead's lifeboats. On his suggestion I obtained a copy of 'Mr Greathead's Lifeboats' by Adrian Osler, an excellent and very readable account of the genesis of the lifeboat. The design and build of the first actual lifeboat was proposed and commissioned by five individuals who were ship owners and master mariners. They formed the committee of the Lawe House, a subscription newsroom and 'coffee house' in South Shields, at the mouth of the Tyne, an area that had experienced considerable loss of life from foundering ships attempting to enter or leave the river in heavy weather.

I was surprised to find that one of those five individuals was a Mr Nicholas Fairles and another a Mr William Masterman. My great grandfather was a Mr William Fairless Masterman; his grandmother, born Anne Fairles ('Fairles is pronounced 'Fairless' and came to be spelt so), married William Masterman, and her aunt married Nicholas Fairles. As if that wasn't enough, William Masterman's sister Dorothy married Michael Rockwood, another of the famous five.

Clearly, but for my great-great-great grandfather and family I would not be here.

Fairless Masterman

Anniversary pride

I live afloat in Italy and listen frequently to BBC World Service. I felt so proud to be British when I heard the excellent programme commemorating the RNLI 175th anniversary – I especially listened to the programme again later in the day.

Although I am not one to show emotion, the mention of those brave Penlee men brought a tear to my eye. God Speed to you all.

Esmé Lucas Havens
Anzio
Italy

Ex-Arun update

I am Birkir Agnarsson, coxswain of the Grindavik lifeboat *Oddur V. Gislason*. She is ex-Arun class *B.P. Forties* (54-05) which, until last fall, was stationed at Aberdeen and I was on the crew that sailed her from Scotland to our station in Iceland.

Our first mission with the Arun was on 11 February 1999 when she saved a 120ft fishing vessel and crew of 10 – the vessel had engine failure and was drifting into 180ft cliffs in a SE Force 7. We arrived at the scene 45 minutes after the mayday call was sent out and towed the vessel to Grindavik harbour.



Birkir Agnarsson
Grindavik Lifeboat Station
Iceland

Greetings from the US



I have just finished reading the Summer issue of *The Lifeboat* – congratulations on the celebration of your 175th year of saving lives at sea.

On page 24 of the issue I noticed some photographs of Waveney class lifeboats which are based on the 44ft US Coast Guard cutter design. The US Coast Guard is transitioning from the 44ft motor lifeboat (MLB) to a new enclosed 47ft MLB. Currently I am operating five boats from my station in Atlantic City, one of which is the 44ft MLB. I thought readers may be interested to see this photograph of one of our rigid hull inflatables which I believe are similar to the RNLI Atlantic rigid inflatable lifeboats.

Again, congratulations on your 175th year, I wish your organisation many more successful years of providing lifesaving services.

Lt Richard W Condit
US Coast Guard

Your Letters

Sick note

Can you please answer a question which has been puzzling me. Are lifeboat crews ever seasick? Having been there, I know I could never become a lifeboatman even if I lived on the seashore!

Perhaps readers might be interested in the answer – if they've ever thought about it.

**Garedd Davies
Manchester**

In answer to your question, we spoke to Anne Millman, the RNLI's Youth Promotion Manager who is also a crew member with Poole lifeboat, and she tells us that crew members do indeed suffer with seasickness from time to time.

Apparently the navigators are most likely to suffer. When sea conditions get rough the lifeboat's wheelhouse doors are kept sealed – so just imagine having to go out on a long bumpy service, trying to concentrate on navigational charts whilst being thrown about in a claustrophobic wheelhouse, surrounded by the smell of diesel!

There is story going around about a station where the lifeboat had to go out in particularly rough conditions and the crew, as well as the survivors, were being seasick. Evidently it was a pretty messy ordeal with survivors looking high and low for receptacles to be sick in – apparently the next time the crew went out on a shout one crew member found a particularly nasty surprise in one of his boots!

Hopefully we have not answered your question in too rich detail! – Asst. Ed.

Victorian buoy rescue

I was delighted to read in the Summer issue of **The Lifeboat** that the Victorian model of a breeches buoy rescue at Exmouth has been restored to working order. I remember it well from childhood visits to the station during family holidays in the 1950s and 60s – the little cloth figures jerking their way along the rope to safety fascinated me. I had no idea that it was Victorian, but my mother remembers it from her holidays there as a child in the late 1920s and 30s.



We shall certainly look out for it next time we're in the area. I think those early visits to Exmouth were the source of my interest in lifeboats and support for the RNLI, as my family has no connection with the sea. I hope the model will last for many years to interest future generations of children.

**Janet Morris
Cambridge**

Letters from readers are always welcome.

Address them to:

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

or email us at:

thelifeboat@rnli.org.uk



All submissions should be marked 'for publication'.



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

As well as bringing exciting competitions, puzzles, salty sea tales, jokes and cartoons, the magazine lends advice to young people and runs a number of interesting and informative articles. Eric and Stan thought they would let *The Lifeboat* reproduce a recent article from Storm Force News – just to let the adults see what they are missing!

Turn the page for 'Ready for anything'...



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?

See the special Storm Force insert in this issue or for further information contact:

Storm Force HQ,
RNLI, West Quay Road,
Poole, Dorset. BH15 1HZ

READY FOR ANYTHING

When it's 3.00am in the morning, blowing a gale and the crew are paged for a shout, they must launch. From the moment they go to sea, everything possible has been done to give them the best equipment, the best training and the best boat available. They must have the confidence that the equipment won't let them down.

Operating a lifeboat is a team effort, although once the boat is at sea all decisions about the rescue operation are taken by the coxswain or helmsman. To assist them and the lifeboat crew in their task, the lifeboats are fitted with lots of different equipment, each with an important job to do. This is why lifeboat crew training is vital, as the equipment is only as good as the person who uses it!

ITEMS INCLUDE

- radar (helps with navigation and collision avoidance)
- echo-sounder (measures the depth of the sea)
- VHF radio-telephone (allows the lifeboat crew to talk to the Coastguard and people to be rescued)
- VHF direction finder (a radio receiver which helps locate the casualty).
- Satellite navigation equipment (receives signals from satellites in space and calculates the lifeboat's position).
- Intercom to enable the crew to communicate above the noise of the wind and sea.



The newest lifeboats are also being fitted with electronic chart plotter, autopilot (automatically steers a lifeboat on a set course), anemometer (instrument for recording wind speed), and closed circuit television



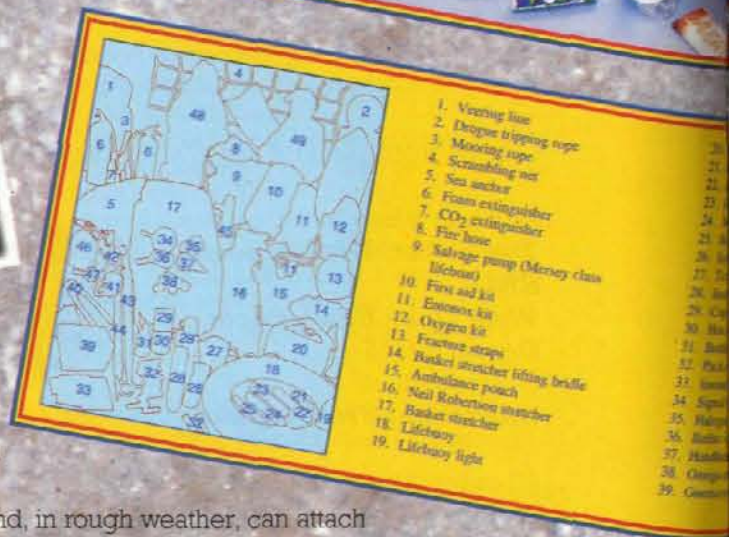
in the engine-room and on the aft-deck, which lets the coxswain see what is happening below and behind him.

Each all-weather lifeboat is also well supplied with ropes, grappling hooks, search lights and flares and a full range of first aid equipment including aluminium foil 'survival blankets' to wrap around people suffering from hypothermia.

On inshore lifeboats, radios, first aid kits, compasses, anchors, knives, throwing lines, grab handles, fire extinguishers, sea anchors, spare propellers and tool kits are all fitted at the RNLI's Inshore Lifeboat Centre in Cowes, Isle of Wight. The equipment needs to be stowed in neat compartments, each one purpose-made.

The crew wear protective suits and inflatable lifejackets at all times and, in rough weather, can attach themselves to the lifeboat by safety lines attached to a webbing harness.

Every piece of equipment on a lifeboat must be sturdy, reliable and as simple to operate as possible.



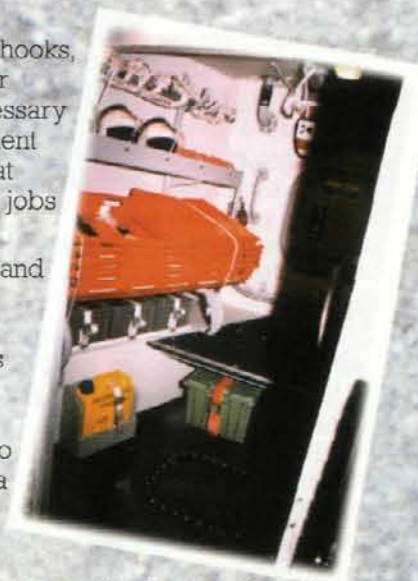


- 40. Wire cutters
- 41. Ear defenders
- 42. Grapnel
- 43. Double beam hook
- 44. Single beam hook
- 45. Loadlifter
- 46. Compass
- 47. Hand bearing compass (D class lifeboat)
- 48. All-weather lifeboat crew member wearing:
 - Sea boots
 - Misto jacket and trousers
 - RNLI crew saver lifejacket
 - Gecko helmet
- 49. Inshore lifeboat crew member wearing:
 - Typlooni dry suit
 - RNLI crew saver general purpose lifejacket
 - Gecko helmet



Many traditional items are still carried such as axes, boathooks, compasses and drogues. Other items, which may seem unnecessary with modern electronic equipment available, can be vital should that equipment fail. They can also do jobs which electronics cannot.

These include binoculars, lamps and flares. As a member of the Lizard lifeboat station said, "Even though modern day lifeboats have endless navigational equipment, if all these get knocked out by a big wave we still have the coxswain and crew, who know the area



and can bring the boat and casualty back safely'.



Within the RNLI's headquarters, there is a research and development department which deals with a large number of projects involving the development of new equipment and trialing

new lifeboats. This can even include things like a user-friendly, environmentally safe 'slipway grease' for use on slipway-launched lifeboats! There is also continual development and improvement, where possible, of existing equipment and several projects are currently underway.

These include trials and testing of:

- Gloves
- Goggles
- Searchlights
- Lifejackets
- Chart table light

A set of guidelines is also produced for the use of any new equipment or lifeboat once it has passed all the trialing stages and has been accepted by the RNLI.



A stores depot at Poole headquarters carries most of the spare parts a lifeboat may need and has drivers on constant call, 24 hours a day, to ensure that essential equipment can be rushed to the coast whenever they are needed.

With any emergency in the coastal waters of the UK or Republic of Ireland, the RNLI makes sure the crews are fully equipped, trained, ready for the task ahead and **ready for anything.**

Bookshelf

Maritime Life and Traditions

published by *Le Chasse-Marée* and *WoodenBoat* at £5.50 (quarterly)

Newsagent's shelves are awash with magazines catering for almost every conceivable interest or hobby, and the maritime world has its fair share – some with its own

specialised subject matter and others fighting for circulation in the vast middle ground.

So, how can any new magazine offer anything different; what niche can it find which isn't covered by any of the others?

Read an issue of *Maritime Life and Traditions* and you will discover that its own 'niche' is more of an aching void – that vast range of subject matter which goes beyond boats and their design, beyond the history of a particular vessel, beyond any narrow viewpoint.

To a reviewer somewhat injured to the claims of new publications the arrival on the editorial desk of another new magazine was the cue for a somewhat half-hearted flick through the pages – which admittedly appeared well laid-out and exceptionally well illustrated.

And then began the process which makes this particular publication stand out. First you find an article which catches your eye and read it. You find it well written and illustrated and find yourself reading it from end to end. Then you glance at another piece and find yourself drawn into something that you didn't think was quite your cup of tea. Before long you are avidly reading

an article that you originally thought was of no interest to you whatsoever, and making new discoveries on the way...

Brixham Trawlers have always been an interest of this reviewer, and the piece on their history and development in Issue 1 was where he began. That he ended up reading the magazine from cover to cover and ended up deeply immersed in a

piece on a marine artist of whom he had never heard before says much for *Maritime Life and Traditions'* appeal!

This is a publication which draws from many sources and which casts its net wide. If it is historical and maritime it is ripe for inclusion. The origins of the word 'Shanghaiing' and the way it changed the face of 1800s San Francisco? Issue two explains all – plus the Cornish Pilchard industry and Eric Tabarly's yachting exploits.

Issue three gives us the early history of the classic ocean racing yacht *Stormy Weather*, the Maine lobster fishery and Irish famine ships among others.

And future issues? Well, we've seen some page proofs for a very interesting article on the history of lifeboats which is due to appear soon...

At £5.50 per issue MLT may sound expensive – but the 84 pages of high quality production and the total lack of advertising help put things in perspective. And, if you're a reader of *The Lifeboat* and take out a subscription before 31 December this year the RNLI will receive 20%. For further details contact Maritime subscription services on (01275) 842487 ext. 221 quoting 'RNLI'.

For Those in Peril

by Nicholas Leach
published by *Silver Link Publishing* at £19.99

ISBN 1 85794 129 2

Lifeboat Enthusiast Society member Nicholas Leach has embarked on an ambitious project with this volume – detailing the history of every one of the RNLI's current lifeboat stations.

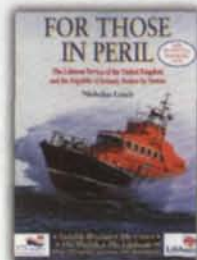
With constant improvements being carried out at the stations, new boats arriving and even station name changes it is quite an achievement to provide both a history and a 'snapshot' of the current situation.

For Those in Peril opens with a fairly brief but comprehensive look at the RNLI's history and progress over the past 175 years – illustrated with contemporary photographs before moving on to the station-by-station heart of the book.

Most lifeboat stations get their own A4 page – although some are smaller – with at least one illustration. There is a brief location history, details of medals and awards, an account of notable rescues, a section of background information and a panel giving details of the lifeboat on station in 1999.

The background information is often fascinating and gives unusual glimpses of lifeboating in earlier times. At Anstruther, for example, there were once six coxswains, each of which managed the station for three months at a time, and four separate crews! Although this unwieldy system operated for the first 40 years of the station's life it is hardly surprising that it was then abandoned.

All-in-all a valuable addition to the written works about the lifeboat service, both as a good read and a 'dip-into' reference book. The book is available through RNLI (Sales) as well as highstreet bookstores and every copy sold is worth 50p to the RNLI.



Up Aloft with Old Harry

by Des Sleightholme

published by *Adlard Coles Nautical* at £5.99

A warning panel on the back of Des Sleightholme's latest hilarious (and quite penetrating!) look at the world of the yachtsman carries the message: 'This book should not be read in public where giggling is likely to be misinterpreted'.

There is not much more to add – this is Des Sleightholme at his best, seeing the funny side of everything we do afloat and sending it up unmercifully.

Every yachtsman will recognise someone in Des's tales – often themselves – and have had a close call with some of the scenarios. There but for the grace of God...



The books reviewed here are NOT available from the RNLI (except where stated). Please see either the address given in the text or contact a good bookseller quoting the author,

Two Minute Warning

With huge numbers of visitors expected in the south west for the solar eclipse on 11 August the RNLI and the other emergency services had their contingency plans in place...



Mike Floyd watched events unfold at the Coastguard MRCC at Falmouth

Just a minute or two before the shadow of the moon swept across Falmouth Roads we stood outside the Falmouth Coastguard MRCC wondering aloud why so many thousands of people had trekked to the south west to experience this darkening of a leaden, rain-spotting sky. Why, we wondered, had almost 10,000 small boats put to sea to place themselves in the path of 'totality' as it raced eastward across the earth at more than 1,500mph?

Was it for this, a thunderstorm-like darkening of the sky, we wondered that so many people had flocked to the south west peninsular and so many small boats were expected to be at sea that the Coastguard had spent years planning its coverage, that police had been drafted in from neighbouring counties and that the RNLI had sent its two training lifeboats to sea to stand-by well offshore where the track of totality began to peel away to the south and in to the Channel.

The previous day the Coastguard had confirmed that every marina in the area was full to capacity and that yachts were being allowed to 'raft-up' four abreast to squeeze in even more.

There wasn't a room to be had in Falmouth, and traffic still poured in to the area.

And yet the computer screen recording Coastguard operations remained strangely quiet. Falmouth's Severn was at sea, attending to a yacht with an exhausted crew, but that was hardly an eclipse-related incident. As the tide turned and began to flood the screen showed a couple of 'cut off by the tides', but nothing more than would be expected in a busy, school-holiday week in high Summer.

Precautions

The forecast was for heavily overcast skies in Cornwall, which were expected to thin things out a little in the far west and put pressure on Torbay, where the forecasters were a little more optimistic in their cloud forecasts.

Since no one had any experience of anything like this, no-one really knew what to expect. But with so many people crammed into such a small area and with so many boats likely to go to sea precautions had to be taken. The RNLI's plans were in place, braced for the worst, and yet the Coastguard screens still stayed quiet. Was this the lull before the storm, or would there be no storm?

Eclipse day dawned bright, but the forecasts were right and soon heavy swathes of cloud rolled in, blocking out the sun in a much more familiar way. Falmouth's Severn and Atlantic put to sea at 0930, and from the Coastguard station we watched them thread their way through the stream of outgoing yachts and motorboats, taking up position right on the centreline of totality ready for whatever might happen.

Along the coast to the west Sennen Cove's Mersey was lying afloat on a mooring, as the very low tide overnight could have restricted her slipway launching. On the north Cornwall coast Padstow's slipway launched Tyne was also at sea, out over the shallow bar and ready for the events of the day. To the east Exmouth's Trent had put to sea and crossed the bar there, to be ready for whatever might happen.

Further east still Weymouth's Arun had taken up station off Portland Bill, where the track of totality passed about three miles offshore, and there were fears that the unknowing might head for the spot unaware of the perils of the Portland Race. The station's Atlantic waited in Portland harbour, ready to pounce.

The crew of Swanage's Mersey and D class were standing by in the boathouse, fearful that traffic congestion could otherwise delay their launching. Poole's Atlantic crew did likewise, while their Brede left the confines of the harbour to wait in the open waters of Poole Bay.

Offshore the training Arun waited in the area of totality 23 miles to the south of St Aldhelm's Head, and the training Severn

positioned herself five miles south of the Eddystone light.

By mid-morning Coastguard estimates put the number of small boats at sea along the south coast at between 6,000 and 10,000 - some 2,000 south of Portland Bill, 1,000 south of Poole and the rest scattered along the coast to the west.

And still the screens stayed quiet.

Totality

Suddenly, in the overcast gloom at Falmouth Coastguard the watchers' ho-hum attitude changed.

The clouds blackened in the west and, as if a giant hand had reached for the dimmer switch, the last of the light disappeared; there was a gust of wind and a second's awed silence from the crowds on Pendennis Point before the cheers began and camera flashes speckled the darkness.

The lights of the hundreds of boats at sea came to life as if connected to the same dimmer switch and as the wind died so did the crowd's murmuring. We stood in fascination as the seagulls began a confused mewling and, still confused, stopped. Two minutes and five seconds later the sea turned green again from the west as the light swept across Falmouth Roads and the dimmer switch was turned up as we watched the back of the moon's shadow darkening the clouds to the east.

It had been an eerie, awe-inspiring few minutes, and we now knew why so many people had gone to such lengths to ensure they were inside the area of complete totality.

Inside the MRCC the incident screens still glowed passively - a medivac from a cruise liner at 0900 still topping the list. We watched as hundreds of boats returned to Falmouth Harbour, and waited for the calls.

Nothing. Phone calls to Brixham and Portland Coastguard brought the same response - a very quiet day, thank you.

Still we waited. There were thousands of people on the cliffs making their way home and thousands of boats with a two-hour passage back to base. Still nothing. By mid-afternoon it was obvious that all of the warnings had been heeded and that common sense had ruled. Remarkable as it may seem eclipse day turned out to be no busier than a normal summer's day for the marine rescue services.

A broken down speed boat had needed a short tow in Falmouth; Poole had escorted a cruiser ashore when a passenger slipped and injured her back; one of the training lifeboats had looked at a dismasted yacht which was making its own way home and the other had stopped off at a couple of minor incidents.

No one regrets the effort which went in to the planning, nor putting the boats in position and on stand-by. Better by far that they were there and not needed than the other way round.

0700 on 'eclipse day', 11 August 1999, and Falmouth's Severn *The Will* waits to put to sea on stand-by. Already the dawn sunshine has given way to a heavy overcast sky.



High Seas

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



Lerwick – Scotland Division

Lerwick, in the Shetland Isles, lies in the midst of one of the world's wildest and most unfriendly waters – severe gales can be expected around 70 times a year and 50ft seas are said to be common place!

Lifeboats have been stationed at Lerwick since 1930 and during that time no less than 16 medals have been awarded to its coxswains and crews for gallantry.

The station's current lifeboat, the Severn class *Michael and Jane Vernon*, lies afloat inside the arm of a small harbour wall with crew facilities a few hundred yards away (building seen top left of detail).



Main photo (far left) Ref 675306
Detailed photo (left) Ref 675320



Portsmouth – East Division*



Portsmouth (Langstone Harbour) lifeboat station, situated at the end of Eastney Point, is home to an Atlantic 75 lifeboat, CSMA *Frizzell*, and a D class inflatable, *Lord Raglan*.

The station, originally known as Eastney, was established in 1965 following in the footsteps of Southsea lifeboats which guarded the area of coastline between 1886 and 1918.

The current double boathouse was opened in 1991 and includes crew facilities, a training room and an office for the honorary secretary.

Main photo (left) Ref 651152
Detailed photo (above) Ref 638471

* Following boundary changes on 1 September 1999 (previously South Division)



Whitby – North Division

Whitby lifeboat station was established in 1802, making it one of the first in the country and its first lifeboat was built by the famous Henry Greathead, builder of the *Original*.

Over the years there have been four Whitby stations – the slipway boathouse shown in the pictures was originally built in 1919 and now houses a D class and provides crew facilities.

These photographs were taken when the previous lifeboat, Tyne class *City of Sheffield*, was on station and she can be seen tucked up between the walkway and slipway. The Trent class lifeboat, *George and Mary Webb*, is now located at the station which operates alongside the ILB.

Main photo (left)
Ref 641661
Detailed photo (below)
Ref 641659



Tighnabruaich lifeboat station in Strathclyde was established in 1967 and covers an area from Rothesay Bay through the Kyles to the north of Arran and up Loch Fyne.

The current boathouse, which was built in 1997, houses the Atlantic 75 lifeboat, *Alec and Maimie Preston*, along with her launching vehicle and boasts a workshop and other facilities.

Main photo (left) Ref 672694
Detailed photo (above right) Ref 672693



Tighnabruaich – Scotland Division



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

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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.

Spotter's guide to lifeboats



Part two of our definitive guide to all operational RNLI lifeboat classes. This issue we bring you the inshore fleet and the Institution's only intermediate class...

Brede



Introduced in 1982, the Brede, although an intermediate class lifeboat rather than all-weather, can generally operate in any conditions experienced at the stations to which it is allocated. Designed to lie afloat, the Brede is based on a commercial hull design giving it a 'pilot boat' appearance.

It is of a relatively small size with a fairly bulky wheelhouse and a shallow, reversed sheerline. Propellers are not protected.

Length: 10m (32ft 9in)
Beam: 3.7m (12ft 2in)
Displacement: approx. 9 tonnes
Speed: 18.6 knots
Range: 140n. miles
Crew: 4
Construction: Glass Reinforced Plastic (GRP)

Atlantic 21



The Atlantic 21, which takes its name from Atlantic College in Wales where it was first developed, has a Glass Reinforced Plastic (GRP) hull with inflatable sponsons and a rollbar assembly above the two outboard engines on the stern.

The class was first introduced to the RNLI fleet in 1972.

Length: 6.9m (22ft 9in)
Beam: 2.44m (8ft)
Displacement: approx. 2,750lb
Speed: 29 knots
Endurance: 3 hours at maximum speed
Crew: 3
Construction: GRP hull with hypalon-coated nylon tube

Atlantic 75



The Atlantic 75 is based on the Atlantic 21, which she is gradually replacing. Developed at the RNLI's Inshore Lifeboat Centre at Cowes in 1992, she is slightly longer and broader than the '21', and her name is derived from her length of nearly 7.5m.

Her twin 70hp outboard engines make her the fastest in the fleet but her hull design provides a softer ride than her predecessor. Atlantic 75s can be differentiated from the 21 by their operational number - 75s are over 700 and 21s under, for example B710 and B595.

Length: 7.3m (24ft)

Beam: 2.64m (8ft 8in)

Displacement: approx. 3,200lb

Speed: 32 knots

Endurance: 3 hours at maximum speed

Crew: 3

Construction: GRP hull with hypalon-coated nylon tube



D class



The D class is the most numerous of the inshore fleet and was introduced in 1963 as the first inflatable lifeboat. It is ideal for rescues close to shore where larger lifeboat cannot operate. The D class can only operate in daylight and can be righted manually by the crew after a capsize.

Identifying features include a single 40hp outboard engine, operational number on side tube and prominent orange spray canopy.

Length: 4.95m (16ft 3in)

Beam: 2m (6ft 7in)

Displacement: approx. 745lb

Speed: 20 knots

Endurance: 3 hours at maximum speed

Crew: 2 or 3

Construction: Nylon coated with hypalon



Soon to be spotted...

Lifeboats are continually evolving and as each generation succeeds the previous one there is inevitably an overlap. This explains why there is usually more than one class of, for example, afloat boats in service at any time.

The RNLI allows its all-weather lifeboats a working life of around 20-25 years, so hardly has one of the classes been developed and proven, it is time for the designers and engineers to begin looking at a replacement for another class.

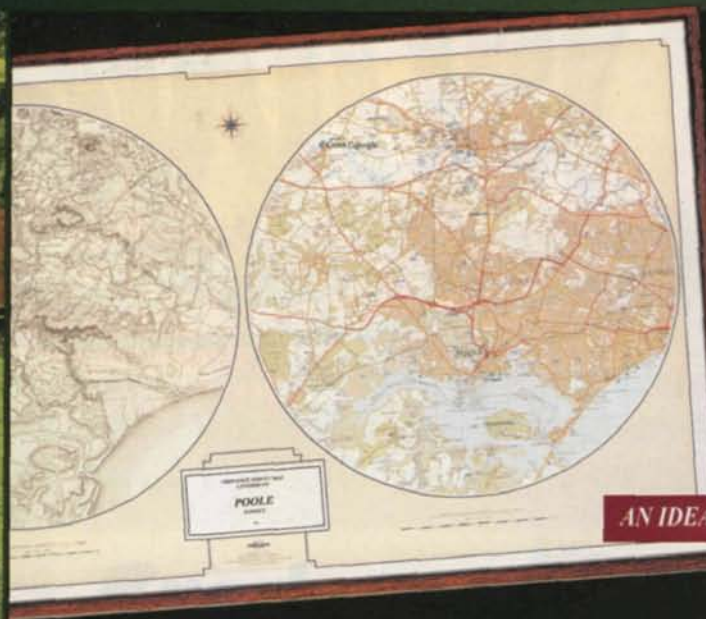
At the moment they are working on a new fast slipway boat, which will eventually replace the Tyne. The first Tynes started work in 1982 and will therefore be 20 years old in 2002. It takes time to design, develop and prove a new lifeboat and work is already well under way to have new, faster boats ready to replace them.

Still looking into the future, the RNLI recently carried out a major review to try and anticipate the kind of lifeboats which will be required for the changing times and technologies of the 21st century. These are broad brush strokes at the moment, but types have been identified and some trials carried out.



There are likely to be changes before the Fast Slipway Boats appear on the coast, but this drawing gives an indication of what they may look like.

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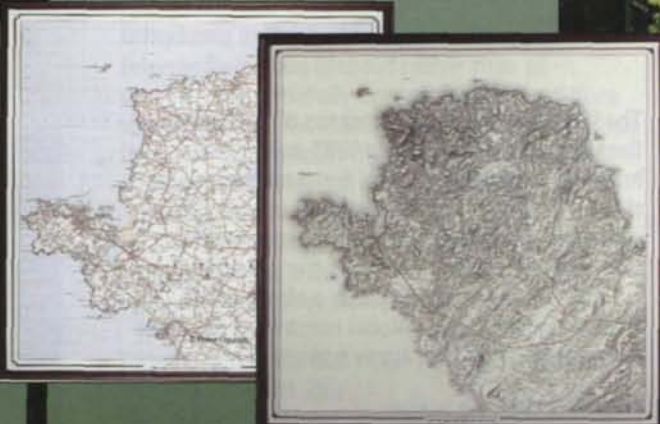
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People and Places

St David's Royal visit



In May, Her Majesty Queen Mamahato B Seeiso the Queen Mother and her son Prince Seeiso B Seeiso of Lesotho, South Africa, visited St David's lifeboat station. They were in St David's to sign a twinning agreement between the city and the royal home village of Matsieng in the kingdom entirely surrounded by South Africa.

The Royal party was welcomed by station secretary, Jeff Davies, before they boarded the station's Tyne class lifeboat, *Garside*, for a short trip around Ramsey Island. The Prince was invited to take controls by Coxswain Malcolm Gray and an enjoyable trip was had by all. Following the trip the party joined the crew for tea and biscuits and Her Majesty thanked everyone for their welcome.

Lifeboat Commandos



Following a recent combined exercise off Arbroath, Royal Marines Commachio Group decided to give the local lifeboat crew an experience. Arbroath lifeboat crew members Allan Russell, Colin Stewart and Chris Forsyth went for an exhilarating spin in the Marines' rigid racer.

The love(life)boat ♥

On 20 March newly weds Anthony and Cherie Summers of Holyhead got the surprise of their life when they left the church to find that their traditional Rolls Royce had been replaced by Trearddur Bay lifeboat, *Dorothy Selina*.

Anthony is actually the lifeboat's helmsman but had no idea that his colleagues from the station would be turning up – with air klaxon blaring and whistles blowing – to chauffeur him and his sweetheart from the ceremony.

The happy couple were taken aboard and driven through the village of Trearddur Bay and on to the lifeboat station where they found their car awaiting to take them to the reception.

The route of the lifeboat ensured that it was never more than 100 yards from the sea and needless to say that if there had been a shout, it could have been one for the record books had someone been rescued by a bride and groom!



Good neighbours

Dumfries branch recently held its local gala, the Dumfries 'Guid Nychburries' which translated means Good neighbours to the Sassenachs!

The event included a vehicle parade in which local Sea Cadets from *T.S. Douglas* volunteered to pull an inshore lifeboat through the streets. However due to the appalling weather on the day it was decided to use a pick-up and the Cadets, despite their soaking, stayed in good spirits throughout. The photograph, left, shows the parade passing the local council's 'RNLI 175' floral display.



People and Places

Frazer picks the winners



On 30 July actor Frazer Hines (best known as Joe Sugden from TV's *Emmerdale*) drew the winning tickets for the RNLI's 86th lifeboat lottery at RNLI Headquarters in Poole.

The draw was the most successful yet, raising over £258,000 for lifeboat coffers – with first prize, a Peugeot 206 kindly sponsored by Peugeot Motor Company, going to Mrs P Hews of Romney Marsh in Kent.

On Station

The following lifeboats have taken up duty:

All-weather

Campbeltown – Severn 17-19 (ON1241) *Ernest and Mary Shaw* 30 May 1999

Amble – Mersey 12-19 (ON1176) *The Four Boys* on 22 July 1999

Longhope – Arun 52-28 (ON1098) *Sir Max Aitken II* on 12 August 1999

Inshore

Dunbar – D544 *The Hastings* on 25 May

Margate – D545 *Tigger Too* on 30 May 1999

Port Isaac – D546 (no name) on 3 June 1999

Fenit – D404 *Ann Speed* on 9 July 1999

Minehead – D549 (no name) on 15 July 1999

Cardigan – D547 (no name) on 16 June 1999

Courtown – D548 (no name) on 28 July 1999

The runner up prizes were:

£1,000 • Mr and Mrs A Guest, Bolton

£500 • Mr C Kay, Rossendale, Lancs

£250 • Mr and Mrs R C Deering, Aylesbury, Bucks

£100 • Mrs E Barr, Aberdeen; Mr K M Yorath, Milton-

under-Wychwood, Oxon; Mr and Mrs I Pratt, Crowborough, East Sussex (separate prize winners); Mr Rayner, Bourne End, Bucks.

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People and Places

A pilgrimage we should all make

by Sue Denny, RNLI Press and Public Information Manager

The Penlee disaster, the most recent in the RNLI's history, happened almost 18 years ago. For many of the present staff and volunteers it is a tragedy that happened long before we became involved with the Institution. Yet, for all of us connected with the RNLI, Penlee is so much more than 'history'. For what happened at Penlee on the night of 19 December 1981, when those eight men from a small Cornish community gave up their lives in their attempt to save others, truly represents what being involved with RNLI is all about.

In Cornwall on other business recently, I felt it important to visit Penlee to pay homage to those who perished that December night. Today's modern lifeboat station is a mile away in Newlyn Harbour, with the Arun class lifeboat *Mabel Alice* lying afloat among the local fishing boats. But a short drive up the hill towards Mousehole brought me to a well-tended garden ablaze with colour standing above the old lifeboat house which once housed the *Solomon Browne* and the slipway where she set out on that fateful journey, which has stood deserted since 1981.

After reading the inscription on the memorial stone, I sat quietly in the sweetly rose-scented garden for some time, gazing out towards St Michael's Mount, and somehow feeling the presence of Coxswain Trevelyn Richards and his brave crew, praying we would never experience another tragedy like Penlee, but knowing that there are still 223 crews throughout the United Kingdom and the Republic of Ireland



Inset: Relief Arun Edith Emilie at Penlee. Main Photo: The Penlee memorial at Mousehole.

who are willing, when lives are in danger at sea, to leave the safety of their homes, and put their lives on the line for others. That is something for those of us who spend our days driving computers to keep in mind – for that is what working for the RNLI stands for.

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The Fundraisers

Anniversary events update

Celebration challenge

London's Lakeside shopping centre was the setting for a unique anniversary fundraising event in August.

The Yamaha/RNLI challenge saw Lakeside staff competing against their retail rivals in a series of land and water competitions. Teams from many well-known companies scaled walls, manoeuvred inflatables and bikes, and negotiated obstacle courses.

The day is thought to have raised well over £5,000 for the RNLI.



Anniversary ball

Boston Spa ladies guild held an SOS Ball at the Majestic Hotel, Harrogate on 27 February to celebrate the RNLI's anniversary.

Chairman Jane Mallinson and committee members put in a tremendous amount of work in obtaining sponsorship and ensuring all who attended had a wonderful evening.

The ball was a huge success, raising more than £9,500 for Institution coffers.

Choral weekend

Many branches and guilds organised special church services in honour of the RNLI's 175th birthday in March.

Wisbech and Ely branches joined forces to organise a commemorative service which soon blossomed into an entire weekend of activities, including an antiques roadshow and many displays – with a choral evensong at Ely Cathedral on the Sunday as a grand finale.



Padstow brunch

For their 175th celebrations in March, Padstow ladies lifeboat guild enjoyed a highly successful anniversary brunch overlooking the local lifeboat and station.

The event, hosted by local fundraising stalwarts Mr and Mrs Nigel Gluckstein, was attended by some 200 people and raised a whopping £5,850.



Photo: Tim Parr

The Fundraisers

Corporate fundraising update



Case winner!

Congratulations to Jenny Bell of Shropshire who won the competition in the Summer issue of *The Lifeboat*. Readers were invited to describe RNLI Celebration Ale in less than 15 words. Jenny's winning entry was 'Delicious to savour, full rounded flavour, a celebration and lifesaver!'

The beer is still available in several supermarkets including Tesco and Sainsbury – so make sure you stock up for the winter and have plenty of supplies in reserve.

Frontera to the rescue

Thanks to Vauxhall Motors, who have loaned the RNLI a smart Frontera 4x4 estate to help the 175th Roadshow team get around the country. The blue vehicle sports the RNLI livery and no one will be in any doubt about which charity the vehicle is supporting!

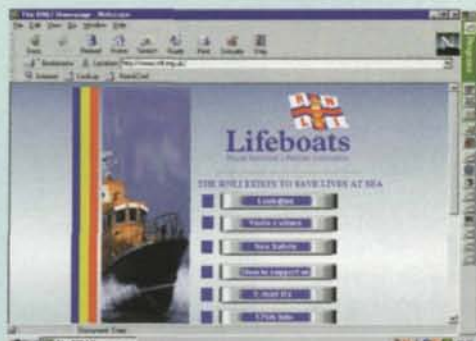
The vehicle will be travelling to all corners of the UK with the anniversary team and will help spread the anniversary message.

Plymouth Gin takes advantage of the Eclipse

Plymouth Gin, which makes a donation to the RNLI for every bottle sold, took advantage of the eclipse rush to the westcountry with special signs on the outskirts of Plymouth.

Hiring fields beside the A38 they erected look-alike road signs proclaiming 'Welcome to Plymouth twinned with tonic!' Hopefully as a result of these ads, several would-be eclipse watchers consoled themselves over the cloudy weather with a stiff Plymouth gin and tonic and thereby increasing donations!

<http://www.rnli.org.uk>

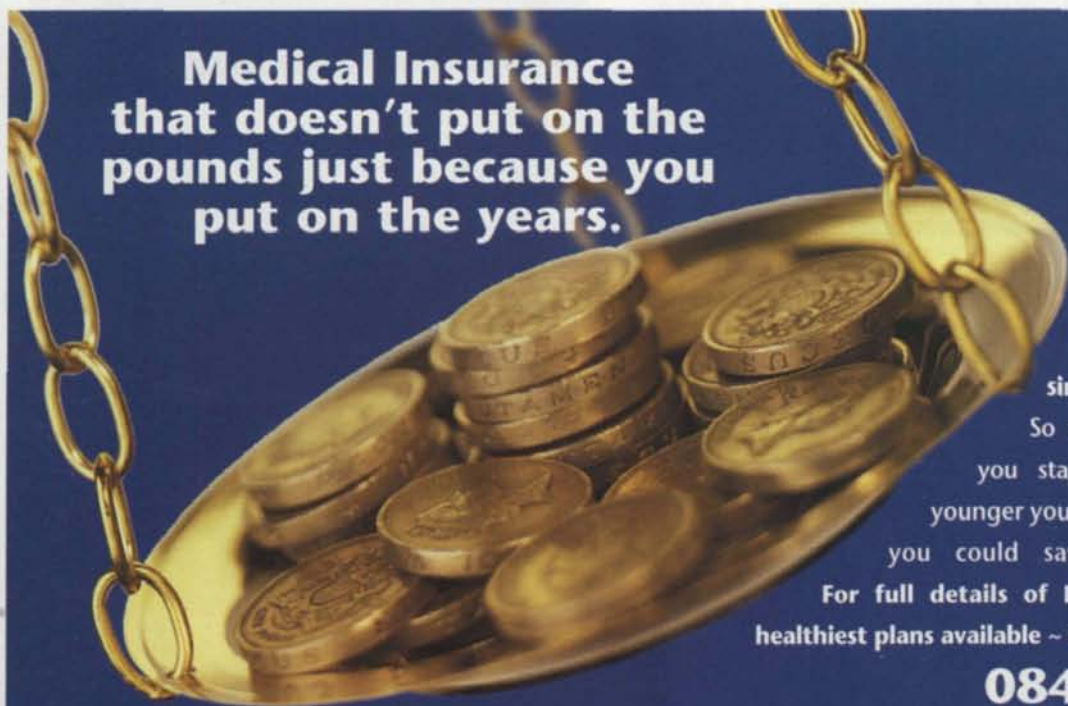


The current RNLI website (above) is due to be replaced by the end of the year

Watch this space because we are currently developing a new web site for the RNLI, which is due to go live at the end of the year.

The new site will aim to provide surfers with regularly updated news on RNLI events, RNLI fundraising activities in your area, which lifeboats are currently at sea on shouts, a special section for mariners and much much more. We hope to bring you a full review in the next issue.

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The Fundraisers

Winning fundraising friends

We continue our look at branches and guilds who encourage individuals and groups from the local community to get involved with organising fundraising activities and events...

Constabulary choir

The Royal Ulster Constabulary choir recently held a number of concerts in the Ulster Hall raising £4,329 for Portrush lifeboat.

The photograph (right) shows Chief Constable Sir Ronnie Flanagan handing the cheque over to John Scott, Portrush lifeboat station secretary.



Auto endurance

Richard and Nicola Jeyes (below right) completed an Auto Endurance Challenge in June, which raised over £1,000 for Callington branch RNLI.

The challenge ran from Lands End to John O'Groats and back again, covering 1,689 miles which Richard and Nicola managed to complete in 39 hours. The team are continuing their support for the RNLI and are already planning a more difficult challenge for the future!



Fun day launch

The David Lloyd club in Birmingham held a fun day during the Spring, raising £250 for RNLI Birmingham branch.

The day, sponsored by 'Whitbread in the Community', was attended by both members and guests and acted as a curtain raiser to many other events at the club celebrating the RNLI's 175th anniversary. The picture shows (L to R): Cynthia Arnold, Front of house manager, Samantha West, fitness instructor (and mermaid!) and Martin Burson, Birmingham branch secretary.



Mayor's charity

Jean Rowe, the new Mayor of Restormel Borough Council in Cornwall (below), chose the RNLI as one of three charities which will benefit from an official programme of fundraising during her year in office.

The programme kicked off with a busy coffee morning in July, which was assisted by St Austell and district branch members. Many other events are planned for the future, including a lunch, a garden party and a concert.

Clubbing together

In February Hampstead and Yalding cruising club presented a cheque for £1,300 to Sheerness lifeboat VIPs.

The money was collected mainly at a fun day held on the River Medway last August, plus other cash collected by members throughout the year.



Photo © Kent Messenger Group Newspapers, Maidstone.



The Fundraisers

175 years of filling the coffers...



Bearmania in Berwick

In June, an entire weekend of 'beary' celebrations at Berwick raised an impressive £25,000 for charities – with the local lifeboat station receiving over £6,800 from the coffers.

The event brought together avid bear collectors from all over Europe to bid for highly-detailed miniature sculptures and part of the famous Colour Box Collection. The weekend provided masses of entertainment and Berwick lifeboat station was open to visitors. The station's D class, *Sunrise*, was featured in a special sculpture with Mayday bear (pictured left with TV star Ruth Madoc and Berwick crew members Phil Patterson and Peter Blanch) sitting aboard on his first shout!



Sunbeam presentation



Veteran broadcaster, Raymond Baxter, received a cheque for £162 on behalf of the RNLI from the Sunbeam Rapiere owners club on 6 June. The money was raised by a road rally staged by the club last Autumn to commemorate the 50th anniversary of the Rootes Competition Department.

Raymond, an RNLI Vice President, is an honorary member of the Rapiere Club and his rallying career included many drives in Sunbeam Rapiere for the Rootes works team in the late 50s and early 60s.

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The Fundraisers

175 years of filling the coffers...

Checking in at St Davids

In June, representatives of the Civil Service Motoring Organisation (CSMA), together with Frizzell Financial Services, presented St Davids lifeboat station honorary secretary with a cheque for £19,000

The sum was raised by the organisation's members to buy extra equipment for the St Davids Tyne class lifeboat following her recent overhaul and refit. The CSMA has over 335,000 members and has raised over £320,000 for the RNLI since 1984.



Photo: Peter J. Elgar



Inland lifeboat loan

Shoppers 30 miles inland got a surprise in June when they were greeted by a Brede class lifeboat 'manned' by local volunteers in Brentwood High Street.

The lifeboat, a large scale model complete with a 'mini crew member', was on loan from Thurrock branch and helped Brentwood and district branch collectors bring in nearly £860 on the sunny Saturday afternoon.

Open Day

St Catherine's lifeboat station held an Open Day on 27 June attracting over 2,000 visitors and raising £3,000 in the process.

The station's Atlantic lifeboat was centred within various attractions including the Channel Island air search display, a Sea King from 771 Squadron, RNAS Culdrose and various stalls.



Recycling cash

Barbara Robinson, waste recycling officer for West Somerset district council, came up with a novel fundraising idea which was both profitable to the RNLI and friendly to the environment.

To generate interest from local residents to recycle newspaper and similar, Barbara came up with a scheme to donate a percentage of the money raised from the sales. Minehead lifeboat was the first to benefit from the scheme which took place over a 12 month period, raising £440.

The Fundraisers

175 years of filling the coffers...



Dry suit collection

The Bell Inn in Burwash, East Sussex recently collected £500 to buy dry suits for two Hastings lifeboat crew members.

In February a cheque for the amount was handed to Hastings branch chairman, Douglas Edwards, by proprietor Mrs Barrett who was supported by family and pub regulars.

Concerted effort

South Bristol branch held a concert at its local college featuring the mandolin, guitar and banjo group, Fingers and Frets with branch secretary, Neil Gow, on guitar.

During the interval, Norman Bowler (Frank Tate from TV's 'Emmerdale'), read the story of the Lynmouth lifeboat over-land launch and members of the comedy group 'The Clangers' presented a cheque to boost lifeboat funds by a further £609.



Fundraising guides

'Robin Patrol' of 2nd Glascote Guides in Tamworth recently organised a beetle drive and coffee morning - raising £50 for the RNLI in under two hours.

The girls invited Miss Chris Muspratt, the local branch secretary, to receive their cheque who in turn showed them a video and spoke about the work of the lifeboats.

Lodge outing

In April members of the Facta non Verba Lodge 3049 met Newhaven lifeboat VIPs to present them with a cheque for £2,000.

As a token of thanks members of the local crew invited lodge officials out on exercise to give them a taste of lifeboat work. We're told that the guests enjoyed their experience even though one or two admitted to feeling a bit green by the end of it!



...In Brief...

Sheringham branch celebrated the RNLI's anniversary by arranging a display of the town's historic lifeboats for two weeks in July. As well as celebrating the occasion, branch members also set themselves the target of raising £12,500 to purchase a new D class for the fleet. To help raise this sum the branch have produced a quality collectors 175 brochure, a commemorative cover and a set of postcards all of which are available from the RNLI shop in Sheringham High Street or by phoning (01263) 821601.

Ralph and Sandy Benson of Cheshire raised £304 for the RNLI when they recently walked from St Mawes in Cornwall to Salcombe in Devon along the South West coastal path.

In June Wooton Bassett and district branch held a successful supper party which was attended by branch VIPs and honoured guest, Norris McWhirter of TV's 'Record Breakers'. Guests sat down to a hog roast supper helping to raise over £2,400.

Moelfre lifeboat station held an open day in June which was attended by over 300 visitors and raised over £2,000. A marquee was set up next to the station to house various stands including a cake stall, tombola, lucky dip and barbecue. A buffet was also held in the evening with a bar and disco.

An open garden morning organised by St Albans and district branch was attended by the Mayor of St Albans and his wife and raised more than £500 for the RNLI. The event was hosted by committee member, Jean McCann and visitors were invited to wander her garden to purchase plants, cakes and souvenirs.

Teignmouth guild together with Shaldon and Newton Abbott branches organised a celebration fete at Teignmouth in June, raising over £4,000. The fete had an all-day entertainment programme, including sky divers, a jazz band, line dancers and accordion bands. There was also an art exhibition, a coffee morning and cream teas at the local theatre.

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.

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.

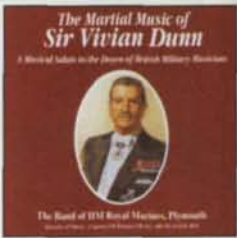
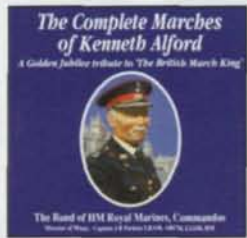
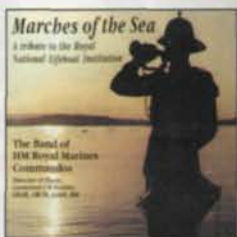
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Lifeboats

Royal National Lifeboat Institution



NEW The "Big Band" sound is back!

From the Band of Her Majesty's Royal Marines, Portsmouth under the direction of Major John Perkins, "WIND MACHINE" is the companion piece to "THE BIG BAND SOUND" previously recorded with the Band of HM Royal Marines, Plymouth (still available through the RNLI's Musical Showcase). Once again the superb musicianship of the Royal Marines is enhanced by the guest appearances of Emer McParland and Don Lusher.



Major 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" (soon to be released as a CD single) 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.

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To celebrate the RNLI's 175 years of saving lives at sea



Ely Cathedral Choir

Director: Nicholas Poulton
Assistant: Christopher Gifford
Instrumentalists: Ian Gray and Rebecca Hall

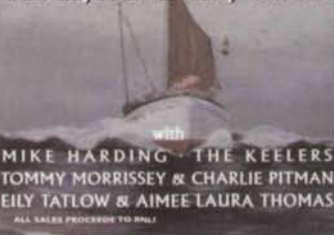
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ALL SALES PROCEED TO RNLI

Lifeboat launches

Station-by-station lifeboat launches for March, April and May 1999

Aberdeen

Arun: Mar 6 and 29
D Class: Mar 6, Apr 4, 18 and May 22
Aberdovey
Atlantic 21: Apr 23, 30, May 11 and 21
Abersoch
Atlantic 21: Apr 13
Aith
Severn: Apr 3 and 27
Aldeburgh
Mersey: Apr 12 (twice), 18 and 27
D Class: Apr 12, 19, 25 and May 4
Alderney
D Class: May 31
Amble
D Class: Apr 5 (twice)
Angle
Tyne: Mar 24, Apr 22, May 4, 16 and 30
D Class: Apr 24 and May 27
Anstruther
Mersey: Mar 13, Apr 7, 30 and May 26
Appledore
Atlantic 75: Mar 13, Apr 3, 15, May 2, 8 (twice) and 10
Tyne: Apr 11, May 3 and 10
Aran Islands
Arun: Mar 5 (twice), 20, Apr 12 and May 19
Arbroath
Mersey: May 16 and 24
D Class: May 1, 16 and 24
Arklow
Trent: Mar 26, Apr 21, 24 and 27
Arran (Lamlash)
Atlantic 21: Mar 21, May 2, 8, 17 and 21
Arranmore
Tyne: Apr 8, 9 and May 19
Atlantic College
Atlantic 21: Apr 29
Ballycotton
Trent: Mar 11, 19, 29, Apr 12, 19, May 22, 23 (three times), 24, 29 (twice) and 30
Ballyglass
Severn: Mar 11
Bangor (Co. Down)
Atlantic 21: Mar 9, 29, Apr 7, 22, 25, 29, May 9, 16, 19 and 21
Barmouth
D Class: May 2, 17 and 23
Barra Island
Severn: May 27 (twice)
Barrow
Tyne: Mar 31, May 21 and 24
D Class: Mar 31, Apr 3 and 11
Barry Dock
Arun: Apr 8, 15, May 2, 30 and 31
Beaumaris
Atlantic 21: Mar 6, 13, 14, 19, Apr 4, 7, 9, 10, 15, May 1, 3, 8 (three times), 10, 15 (three times), 19, 21 and 27
Bembridge
Tyne: Mar 18, 19 and May 4
D Class: Mar 19, Apr 6 and May 23
Berwick-upon-Tweed
D Class: Mar 31 and May 15
Blackpool
Atlantic 75: Apr 30, May 1, 14 and 16 (twice)
D Class: May 1 (twice), 4, 10 (twice) and 16 (twice)
Blyth
Trent: Mar 14 (twice), Apr 3, 26

and May 10
D Class: Apr 3 and 7
Borth
D Class: Apr 23, May 11, 27 and 30
Bridlington
D Class: Mar 30 and 10
Brighton
Atlantic 75: Apr 13, 16, 25, 30 (twice), May 3 (twice), 4, 9 (twice), 22 (twice), 26 (twice), 27 and 29
Broughty Ferry
Arun: Mar 12 and 27 (twice)
D Class: Mar 18 and 27 (twice)
Buckie
Arun: Apr 2, 15, 20 and 27
Bude
D Class: Apr 23
Bundoran
Atlantic 75: Mar 27
Burnham-on-Crouch
Atlantic 75: Mar 27, 28, Apr 20, May 1, 11 and 20
Burry Port
D Class: Apr 28 and May 2
Calshot
Brede: Mar 21, Apr 17 and 25
Campbeltown
Arun: Apr 1 and May 23
Cardigan
Atlantic 75: Apr 2, 3 and May 5
D Class: Mar 27, Apr 2, 18 and May 5
Castletownbere
Arun: Apr 20, May 5 and 22
Cleethorpes
D Class: Mar 10, 13, 14, 19, Apr 11 and May 5
Clifden
Atlantic 75: May 2 and 9
Clogher Head
Mersey: May 15
Clovelly
Atlantic 21: Mar 25 and May 5
Conwy
D Class: May 2 and 31
Courtmacherry Harbour
Trent: Mar 4 and 27
Courtown
D Class: Mar 30
Criccieth
Atlantic 75: Mar 11 and May 24
Cullercoats
Atlantic 21: Mar 31, Apr 4, 8, 10 (twice), 15, 18, 24, May 9, 11 and 23
Donaghadee
Arun: Apr 2, 12 and May 2
Douglas
Tyne: Mar 22, 31 and May 1
Dover
Severn: Mar 11, 19, 27, 31, Apr 10, 14, May 1, 11, 20, 23, 28 and 30 (twice)
Dun Laoghaire
Trent: Mar 4, 18, 21, Apr 17 and May 23
D Class: Mar 21, Apr 8, 20, 23, 24 and 28
Dunbar
Trent: May 13
Dungeness
Mersey: Apr 5, May 22 and 30
Dunmore East
Trent: Mar 12
Eastbourne
Mersey: Mar 2, 18, 28 (three times), Apr 2, 7, 11, 17, 22, 26 (three times), 29, May 1, 2, 4, 9, 13, 14, 16 and 29

D Class: Mar 28, Apr 7, 26, May 9, 15, 24 and 29
Exmouth
Trent: Mar 19, Apr 5, 9, 29, May 2, 9, 25 and 29
D Class: Mar 12, 15, 19, Apr 9, May 1, 2, 9 (twice) and 25
Eyemouth
Trent: May 2, 7 (twice) and 8 (twice)
Falmouth
Severn: Mar 30, Apr 24, May 2 (twice) and 3
Atlantic 21: Mar 2, 18, 24, 28, Apr 26, May 2 and 3 (twice)
Fenit
Trent: Mar 20, 31 and Apr 18
Fethard
D Class: Apr 7
Filey
Mersey: Apr 29 and 30
D Class: Mar 30, Apr 3, 4 and May 2
Fishguard
Trent: Mar 9, 18, 28, Apr 28, 29 and May 1
D Class: Mar 9, 18 and Apr 28
Flamborough
Atlantic 75: Mar 30, Apr 3, 4, 5, 25, May 3, 9, 15 and 22
Fleetwood
Tyne: May 24
D Class: Mar 1, Apr 11, May 13 and 31
Flint
D Class: Mar 1, Apr 11, 22, May 16 and 22
Fowey
Trent: Mar 27, Apr 5, 17, May 2, 6 and 23
D Class: Mar 15, Apr 17 and May 6
Fraserburgh
Tyne: Apr 3 (twice), May 21 and 23
Girvan
Mersey: May 18, 19 and 29
Gt. Yarmouth & Gorleston
Atlantic 21: Mar 5, 6 and 9
Hartlepool
Tyne: Mar 14, Apr 19 and May 29
Atlantic 21: Apr 10 and May 3
Harwich
Severn: Apr 12 and May 15
Atlantic 21: Mar 7, 12, 17, 21, Apr 5, 12, 18, 19 (twice), 20, May 11, 15, 16, 28 and 31
Hastings
Mersey: Mar 2, 26, Apr 10, 11, May 13 and 14
D Class: Mar 18, 31, Apr 8, 18, May 1, 15 and 22
Hayling Island
Atlantic 75: Mar 7 (twice), 19, Apr 12, 16, 18 (twice) and May 1 (three times)
D Class: Mar 7, 19 and May 1 (twice)
Helensburgh
Atlantic 21: Mar 6, 23, 30, Apr 5, 15, 24, 25, 29 and May 28
Helvick Head
Atlantic 21: Mar 6, 11, Apr 23 and May 3
Holyhead
Arun: Apr 16, 20, 24 and 29
D Class: Apr 4, 16, 27 and May 30
Howth

Arun: Mar 4, Apr 18 (twice), 24 (twice) and 25
D Class: Apr 15 and 25
Hoyle
Mersey: May 2 (twice)
Humber
Severn: Mar 5, 10, 31, Apr 11, 27, May 4 and 20
Hunstanton
Atlantic 75: Apr 4 (twice), 20, 28, May 16 and 22
Ifracombe
Mersey: Mar 13, May 1 and 17
D Class: Mar 13 and May 17
Inver Gordon
Trent: Mar 5, Apr 19, May 4 and 9
Islay
Severn: Mar 9, 25, Apr 14 and May 15
Kessock
D Class: May 15, 16, 21 and 26 (twice)
Kilkeel
Atlantic 21: Apr 10, 20, May 14 and 22
Kilmore Quay
Mersey: Mar 11, 16, 31, May 3 and 19
Kilrush
Atlantic 75: Mar 4, 20, Apr 2 and 24
Kinghorn
Atlantic 75: Mar 20 (twice), 25, May 1, 3, 8, 23 and 31
Kirkcudbright
Atlantic 21: Mar 23, Apr 29, May 25, 28 and 29 (twice)
Kirkwall
Severn: Mar 1 and Mar 21
Kyle Of Lochalsh
Atlantic 75: Apr 1 (twice), 17, 29 and May 31
Largs
Atlantic 75: Mar 27, 29, Apr 18, 24, 25, May 12, 15, 16, 21 and 25
Larne
Arun: Apr 3
D Class: Mar 13, Apr 2 and 3
Lerwick
Severn: Mar 11, 14, Apr 3, 4 and 10
Little & Broad Haven
D Class: May 1, 2 and 3
Littlehampton
Atlantic 21: Apr 3, 27, May 1 (three times), 15 (twice), 28 and 30
Llandudno
Mersey: Apr 16
D Class: Mar 16, 28, 29, Apr 3, 4 and 24
Lochinver
Arun: Mar 16
Longhope
Tyne: Mar 19 (twice)
Looe
D Class: Mar 27, Apr 6, 14, May 1, 2, 16 and 23
Lowestoft
Tyne: Mar 9, May 7, and 8
Lyme Regis
Atlantic 75: Apr 3, 5 and 7
Lymington
Atlantic 21: Mar 5, 15, Apr 3, May 3, 8, 22, 27 and 30
Lytham St. Annes
Mersey: Apr 29
D Class: Mar 12, May 2, 15, 16, 17 (twice) and 18
Mablethorpe
D Class: Apr 4, 6 (twice) and 18

Lifeboat launches

Continued...

Macduff

Atlantic 21: May 2 and 27

Mallaig

Arun: Mar 13, 17, 28, Apr 1 (twice), 4 (twice), 5, 7, 8, 16, May 25, 29 (three times) and 31 (twice)

Marazion

D Class: Apr 11 and 27

Margate

Mersey: Mar 2, 17, Apr 16 (twice), 20, 25, 30 and May 4 (twice)

D Class: Mar 14, Apr 25, May 2, 3, 9 (twice) and 30

Minhead

Atlantic 75: Mar 23 and May 19

D Class: May 19

Moelfre

Tyne: Apr 26

D Class: Mar 21, Apr 2, 4 and May 15

Morecambe

D Class: Apr 13, May 13 and 17

Mudford

Atlantic 21: Mar 3, 5, 6, 24, Apr 4, 18, 25, 27, May 1, 13, 20 (twice), 22 (twice) and 29

New Brighton

Atlantic 75: Apr 10, 17, 19, May 2 (three times), 3, 14, 22, 30 and 31

New Quay (Cardiganshire)

D Class: May 22 and 30

Newcastle (Co. Down)

Mersey: Mar 13, May 25, 27 and 30

D Class: Apr 24 and May 4

Newhaven

Arun: Mar 11, 17, 27, Apr 2, 17, 18, 19, May 1, 7 and 16

Newquay (Cornwall)

Atlantic 75: Mar 22, Apr 10, 15, May 3 and 18

D Class: Apr 10, 15, May 3 and 30

North Berwick

D Class: Apr 17

Oban

Trent: Mar 5, 9 (twice), 17, 20 (twice), Apr 7, 16, 26, May 11 (twice), 16 (twice), 18 (twice), 20, 21, 29, 30 and 31

Padstow

Tyne: Apr 3, 20, 30 and May 5

Penarth

Atlantic 75: Apr 18, 24, May 2 and 31

D Class: Mar 15, 17, Apr 28, May 15 and 23

Penlee

Arun: Mar 21, 27, Apr 16, 23, May 2 and 16

Peterhead

Tyne: Apr 30 and May 26

Plymouth

Arun: Mar 18, Apr 8, 9, 24 (twice), May 1 (twice) and 10

Poole

Atlantic 75: Mar 3, 17, 20, 21, 23, Apr 3 (twice), 4, 5, 6, 17 (twice), May 3, 4, 8 (twice), 9, 17 (twice), 23, 29 (four times) and 31

Brede: Mar 21, Apr 3, 4, May 9, 20, 29 and 31

Port Erin

Atlantic 21: Apr 11, 25 and May 16

Port Isaac

D Class: Mar 28, May 12 and 22

Port St. Mary

D Class: Mar 30 (twice), Apr 11 and May 2

Port Talbot

D Class: Mar 19, Apr 10 and May 10

Portaferry

Atlantic 75: Mar 26, Apr 21, 28, May 8, 10 and 31

Portcawl

Atlantic 75: Apr 30, May 2, 9, 28 and 30

Porthindillaen

Tyne: Mar 18, Apr 29 and May 14

Portpatrick

Tyne: Apr 27, May 4 and 15

Portree

Trent: Mar 23 and Apr 14

Portrush

Arun: Mar 4, May 7, 10, 14 (twice) and 15 (twice)

D Class: Mar 7, May 8 and 17

Portsmouth

Atlantic 75: Mar 14, 19, 20, 21, Apr 02, 10, 11, 12, 23, 27, May 1, 2, 3 (twice), 4, 19, 21, 26, 28 and 30

D Class: Apr 11

Pwllheli

Mersey: Apr 18 and May 31

D Class: Apr 29

Queensferry

Atlantic 75: Mar 14, 19, 29, Apr 4, 12, May 1, 3, 8, 17 and 21

Ramsey

Mersey: Apr 5, May 12, 28 and 29

Ramsgate

Trent: May 2, 11, 15 (twice), 22, 26, 28 and 30 (three times)

Atlantic 21: Mar 22, 24, Apr 03, 18, May 2 (three times), 7 (twice), 8, 15, 19 and 30 (twice)

Red Bay

Atlantic 75: Apr 5, 28, May 5 and 30

Redcar

Atlantic 21: Apr 5, 22 (twice), May 3 (twice), 8, 12, 30 and 31

D Class: Apr 22, May 3 and 30

Rock

D Class: Apr 18, May 5 and 25

Rye Harbour

Atlantic 75: Mar 16, May 2 and 13

St. Abbs

Atlantic 21: May 2 and 8

St. Agnes

D Class: May 31

St. Bees

Atlantic 75: Mar 7, 21, 30 and Apr 3

St. Catherine

Atlantic 21: Mar 17, Apr 28, May 1 and 26

St. Davids

Tyne: Mar 9, Apr 2, May 18 and 27

D Class: Mar 27

St. Helier

Tyne: Apr 3, May 8, 15 (twice), 16 (twice), 19 and 31

St. Ives

Mersey: Mar 26, Apr 3 and May 24

D Class: Mar 18, 26, Apr 3, 17, May 2 (twice), 11, 24 and 27

St. Mary's

Severn: Apr 15

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St. Peter Port

Severn: Mar 7, 11, 18, 29, Apr 3, 18, May 5, 12 and 13

Salcombe

Tyne: Mar 7, 8, 29, Apr 6, May 16 and 22

Scarborough

Mersey: Mar 18 (twice) and May 17

D Class: Mar 18, May 16 and 17

Seahouses

Mersey: May 8

D Class: Mar 17, 21 and May 6

Selsey

Tyne: Mar 11, Apr 3, May 21 and 30

D Class: May 4

Sennen Cove

Tyne: Mar 25, May 2 and 8

D Class: Apr 5 and May 30

Sheerness

Trent: Mar 17 (twice), 29, Apr 3 (twice), 23, May 10 and 13

D Class: Mar 10, 28, 29, Apr 2, 5, 6, 12, 15 and May 21

Sheringham

Atlantic 75: Apr 5, May 6 and 18

Shoreham Harbour

Tyne: Apr 13 and 27

D Class: Mar 20

Silloth

Atlantic 75: May 15

Skegness

Mersey: Apr 4 and 6

D Class: Apr 5, 6 (three times), 30 and May 23

Skerries

Atlantic 75: Mar 3, May 2, 3 and 7

Southend-on-Sea

Atlantic 21: Mar 21, 26, Apr 1, 2, 4, 6, 25, 27, May 2

(twice), 4 (twice), 13, 16, 30 (four

times) and 31

(twice)

D Class: Mar 1, 5, 26, 27, Apr 6

(twice), May 2, 4

(twice) and 31 (twice)

Southwold

Atlantic 75: Mar 20, Apr 2 (twice),

May 2, 14 and 22

Staithes and Runswick

Atlantic 21: Apr 1 and May 23

(three times)

Stornoway

Severn: Apr 15, 25 and May 21

Stromness

Severn: Mar 25, Apr 12 and May

18

Sunderland

Trent: Mar 23

Swanage

Mersey: Mar 28, Apr 20, May 15,

22 and 29

D Class: May 20, 21, 22, 29 and

31

Teignmouth

Atlantic 21: Mar 7, Apr 1, 14, 25,

27, 29, May 9 and 16

Tenby

Tyne: Mar 20 and 21

D Class: Apr 5, 6, 18, May 1, 2, 4,

23 and 25

The Lizard

Tyne: Mar 25, 28, May 5 and 17

The Mumbles

Tyne: Apr 10 and May 7

D Class: Mar 24, Apr 9, 10, 14

and May 23

Thurso

Arun: Mar 18, 19 and 28

Tighnabruaich

Atlantic 75: Mar 6, 21, May 10

and 31

Tobermory

Arun: Mar 13, 30, Apr 4, 9, 13, 14,

24 and May 23 (twice)

Torbay

Arun: Apr 5, 8, 19, 25 (twice), May

8, 10 (twice), 16,

17, 18, 22 (twice) and 29

D Class: Apr 5, 6, 10, 19, 22

(twice), 27, 29, May 8, 9,

12, 16, 22 (twice), 27, 28 (twice)

and 29

Tramore

D Class: May 25 and 31

Trearddur Bay

Atlantic 75: Apr 1, 3, 15, 18 and

May 27

Troon

Arun: Mar 6, 27, Apr 19, May 3, 7,

19, 21, 27, 29 and 31

Tynemouth

Arun: Mar 31, Apr 7, 10, 23, May

1, 7, 13 and 27

D Class: Mar 30, Apr 7, 11, 28,

May 8 and 23

Walmer

Atlantic 21: Mar 26, May 5 and 30

D Class: May 29

Walton & Frinton

Tyne: May 20, 26 and 29

Wells

Mersey: Apr 3, 9, 11 and May 18

D Class: Apr 12, May 3 and 16

West Kirby

D Class: Mar 7, 21 (twice), Apr 20

and May 2

West Mersea

Atlantic 21: Apr 3, 18, May 13, 16,

18, 20 and 21

Weston-Super-Mare

Atlantic 21: Mar 19, 21, 27, Apr 4

(twice), 9, 11, 18,

May 16 (twice), May 19 and 30

D Class: Mar 19 (three times), Apr

4, 9, 11, 18, May 15

and 30

Weymouth

Arun: Apr 12, May 29 and 31

Atlantic 75: Mar 21, Apr 6, 13, 21,

May 3, 21, 29 and 31

Whitby

Trent: Mar 9, 26, 30, Apr 1, 30,

May 1, 2, 6 (twice), 14,

23, 29, 30

D Class: May 01 (three times) and

11

Whitstable

Atlantic 21: Mar 8, 17 (twice), 28,

Apr 3, 4, 12, 23, 25,

May 1, 2, 7, 11, 14, 15, 22, 23 and

25

Wick

Trent: Mar 12

Wicklow

Tyne: Mar 23, Apr 11, 25 and May

1

D Class: May 3

Withernsea

D Class: Mar 28 and May 19

Workington

Tyne: Mar 30, Apr 2, 3 (twice) and

10

Yarmouth (I.O.W.)

Arun: Apr 2, 3, 4, 24, May 1, 3, 19,

24, 29 and 30

Youghal

Atlantic 21: Mar 11, 31, Apr 18,

May 22, 23 (three times)

and 24 (twice)

RNLI Training Centre, Poole

Trent: Apr 13

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

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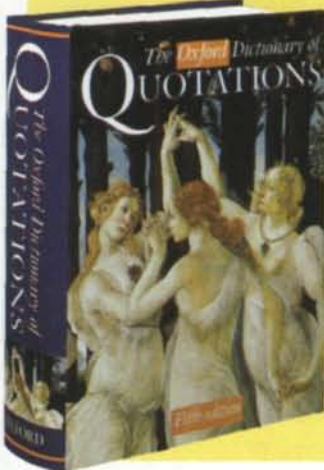
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